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Truck Rule Clips From 12/4/08-12/12/08

- CALIF. EXPECTED TO CRACK DOWN ON DIESEL EMISSIONS (AP)
- CALIFORNIA'S DIESEL TRUCK PLAN (LA TIMES)
- REGULATIONS ARE NECESSARY (LA OPINION)
- CALIFORNIA TRUCKERS CHOKE ON PROPOSED EMISSION RULES (LA BIZ JOURNAL)
- STATE AIR REGULATORS MEETING AGAIN TODAY TO BOARD EXPECTED TO CRACK DOWN ON TRUCKS, BUSES (KESQ) (KCRA)
- NEW AIR REGULATIONS ALARM TRUCKING INDUSTRY (KCBS)
- STATE AGENCY VOTES ON DIESEL RULES (KPBS)
- VOTE ON CALIF. 'DIRTY DIESELS' EXPECTED FRIDAY (KDRV)
- CALIFORNIA RULES WILL SLASH HIGHWAY TRUCK EDITORIAL: END DIESEL TRUCK POLLUTION (JOURN OF COMMERCE) (STOCK ANALYST)
- CALIF. CRACKS DOWN ON DIESEL EMISSIONS (TIMES-STANDARD)
- AIR RESOURCE BOARD SETS GREENHOUSE STANDARDS. VOTE ON DIESEL LATER TODAY (LA STREET BLOG)
- PROPOSED RULES TOO COSTLY, MANY IN INDUSTRY COMPLAIN (STOCKTON RECORD)
- STATE COULD GET TOUGH ON DIRTY DIESELS (LA TIMES)
- CALIFORNIA AIR BOARD TO VOTE ON PLAN TO SLASH (SACRAMENTO BEE)

SPIN WAR SETS STAGE FOR LANDMARK ELECTION ON DIESEL REGS, GREENHOUSE GASES	(CAPITOL WEEKLY)
TRUCK DRIVERS OPPOSE ENVIRONMENTAL REGULATIONS	(OAKLAND TRIBUNE)
TRUCKER WANTS CLEANER TRUCKS, DIESEL REGULATIONS FROM ARB	(CAPITOL WEEKLY)
A VIEW FROM THE SIERRA FOOTHILLS ON THE PROPOSED DIESEL REGULATIONS	(CAPITOL WEEKLY)
LETTER TO THE EDITOR	(CAPITOL WEEKLY)
AIR RULES WORRY SCHOOLS, FIRMS	(SEARCHLIGHT)
STAY THE COURSE ON DIESEL REFORMS	(SB SUN)
CALIFORNIA PROPOSES RULES LIMITING POLLUTION FROM NEARLY ALL DIESEL TRUCKS	(SJ MERCURY NEWS)
DO SOME TRUCKERS FACE THE END OF THE ROAD?	(FRESNO BEE)
DIESEL TRUCK RULE DEBATED BEFORE KEY VOTE FRIDAY	(SJ MERCURY NEWS)
DIESEL TRUCKERS AT CANCER RISK FROM EXHAUST	(SF CHRONICLE)
OUR VIEW: CLEANING AIR WORTH COST	(MERCED SUN STAR)
CALIF. TRUCKERS ADJUST EMISSION RULES	(ETRUCKER)
REGULATORS VOTING ON TOUGH TRUCKING LAWS	(ABC)
STATE AIR MONITORS GUNNING FOR DIESEL	(SD UNION-TRIBUNE)
COMMENTARY: CLEAN AIR IS WORTH THE PRICE	(FRESNO BEE)
EDITORIAL: PUBLIC HEALTH IS AIR BOARD PRIORITY	(SACRAMENTO BEE)
CLEAN START DUE FOR DIESEL FLEETS	(PASADENA STAR)
TRUCKERS FUMING OVER PROPOSED EMISSION PLAN	(PRESS-ENTERPRISE)
TRUCKERS, REGULATORS DISAGREE ON PROPOSED DIESEL RULES	(DAILY BULLETIN)

STEADY REFORM FOR CLEAN AIR

(SGV TRIBUNE)

PROPOSED TRUCK CLEAN-UP RULE WILL SAVE
BILLIONS IN HEALTH-RELATED COSTS FOR TRUCKERS
AND OTHER CALIFORNIANS

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TRUCKERS FEAR COST BURDEN OF PROPOSED AIR-
QUALITY RULES

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DIRTY AIR SICKENS PEOPLE, ECONOMY, NEW STUDY

(COUNTY STAR)

TRUCKERS: PROPOSED AIR REGULATIONS
UNAFFORDABLE

(YOU NEWS)

YES TO CLEANER AIR BUT AT WHAT COST?

(CAPITOL WEEKLY)



Calif. expected to crack down on diesel emissions

By SAMANTHA YOUNG — 3 days ago

SACRAMENTO, Calif. (AP) — Fresh off adopting a sweeping plan to reduce greenhouse gases, California air regulators are considering cracking down on pollution from nearly a million diesel trucks that crowd the state's highways each year.

On Friday, the state Air Resources Board was expected to adopt what would be the country's most comprehensive rule to get the dirtiest trucks and buses off the road, including those that travel into California from other states, Canada and Mexico.

The heavy-duty trucks that cart food, electronics, toys and other goods are the leading cause of diesel pollution in a state that has some of the smoggiest skies in the country.

"The health benefits of this rule are just enormous," Air Resources Board chairwoman Mary Nichols said. "We're talking about thousands of lives saved."

The regulation would require owners of some of the oldest and most polluting trucks, school buses, motor coaches and street sweepers to begin transforming their fleets as soon as 2010.

It is a critical element of California's strategy to clean up its smoggy skies and meet state and federal air standards. The new rules would reduce ozone-eating nitrogen oxides and soot-forming particulate matter that can become embedded in lung tissue.

The idea is to speed up the replacement of thousands of trucks and buses that are usually on the road for decades and are not as clean as newer model vehicles that have stricter emission standards mandated by the federal government.

If the rules are adopted, old diesel vehicles would have to be outfitted with pollution filters or new engines or be replaced with newer, cleaner vehicles. The cost to businesses, school districts and transit agencies statewide is estimated at \$5.5 billion.

That's a price the trucking industry and others say they can't afford, since the recession has left many truck and bus owners struggling to pay the bills.

"With this economy, this puts us in an untenable position," said Robert Ramorino, president of the California Trucking Association, which wants more time to meet the proposed mandates.

Ramorino said he and many truck owners would be forced to replace relatively new trucks for which they are still paying.

Regulators point out that the costs will be spread over 16 years and say they are dwarfed by the estimated \$48 billion to \$68 billion in health benefits to Californians who currently breathe diesel fumes.

By the time the regulation is fully implemented in 2023, regulators estimate the amount of diesel particulate matter and nitrogen oxides emitted from these vehicles would be cut by about a third.

The two pollutants can lead to premature death and increased asthma and heart attacks. The proposed rule is projected to prevent 9,400 premature deaths over 20 years, according to an analysis by the board.

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Los Angeles Times

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<http://www.latimes.com/news/opinion/editorials/la-ed-diesel12-2008dec12,0,7852926.story>

From the Los Angeles Times

Editorial

California's diesel truck plan

New rules will be costly but should lead to cleaner air and lower health costs.

December 12, 2008

California environmental regulators' science is sound and their policies are groundbreaking, but their timing is truly terrible. What else can you say about a group that is about to approve the most expensive environmental rules in state history even as the economy is melting down? Yet for all the short-term pain that the coming regulations on diesel trucks will cause, they will ultimately save far more than they cost.

The state Air Resources Board has been busy of late. On Thursday, it approved the "scoping plan" that lays out California's strategy for cutting its greenhouse gas emissions, and today it's expected to set the nation's most restrictive rules on diesel engines. Older, dirtier trucks will be phased out over 12 years, so that by 2023 every truck on the road — even those registered elsewhere but that cross California's borders — must meet emission standards for 2010 diesel engines. And to cut-down on greenhouse gases, truckers will be forced to install fuel-efficient tires and aerodynamic devices on their trailers.

If all this sounds expensive, it will be. The air board estimates the cost at \$5.5 billion, and truckers say it will be far higher. The state will offer \$1 billion in subsidies to help them, but that won't come close to covering the bills. Some small operators might be put out of business, and the price of consumer goods — all those TVs and sneakers and groceries transported by truck — will rise. But that ignores the economic gains.

When it comes to pollution, somebody always pays a price. Currently, the overwhelming majority of the costs are borne by the public. The air board estimates that the new rules will save 9,400 lives by 2025 and up to \$68 billion in healthcare costs as cancer-causing emissions are reduced. Moreover, the fuel-efficiency requirements will ultimately save truckers money and help make up for the cost of the upgrades.

The American Trucking Assn. is expected to sue the state over the new rules, but it's not likely to get far. California arguably has no choice but to crack down on trucks: Federal law requires the state to clean its air, and without the new rules it couldn't meet national standards.

We only wish officials at the Port of Los Angeles, which has passed a similar clean-truck plan, were as sensible as the air board: the port program requires truckers carrying its cargo to be employees of trucking fleets rather than independent contractors, a complication that could tie up the plan in court indefinitely. The port needs a separate truck plan because it has a separate mechanism for funding cleaner vehicles, but it would be better off imitating state regulators and focusing on cleaning the air, not trying to reinvent the steering wheel.

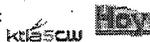
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Regulations are necessary

| 2008-12-12 | La Opinión

This Friday, the California Air Resources Board will consider regulations that would require one million truckers to install filters to reduce or eliminate the pollution produced by their diesel engines. Naturally, the measure has generated controversy, especially due to the cost involved for truckers, who argue that now is not the time to impose additional costs and regulations in the middle of an economic crisis.

At the same time, we must consider the common good for society as a whole. Toxic emissions from diesel trucks is are the greatest air contaminants in California, and many studies have shown the high incidence of respiratory illnesses in areas close to the highways and roads used by these vehicles. It is estimated that the regulations, which will take effect in 2010—and which give truckers 13 years to comply, as well as almost \$1 billion in subsidies to help them make the transition—would save nearly 10,000 lives and \$70 billion in healthcare costs. So, for good reason, the measure is supported by doctors, the American Cancer Society, and the American Heart Association, among others.

Truckers have their doubts about the promised aid and subsidies, and they want to delay the regulation's implementation. We believe the State of California should ensure that truckers, particularly small businesses, receive the aid needed to be able to make the transition without causing major disruptions in the local economy. But what is perfectly clear is that this measure is needed. The health of thousands and the planet itself requires decisive action. If California takes the lead, other states and the entire country will follow its example.

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Los Angeles Business from bizjournals - December 11, 2008
<http://losangeles.bizjournals.com/losangeles/stories/2008/12/08/daily26.html>



Thursday, December 11, 2008

California truckers choke on proposed emission rules

Los Angeles Business from bizjournals - by [William Arthur Haynes](#) of the Silicon Valley/San Jose Business Journal

California trucking companies fear the cost of complying with proposed regulations on diesel emissions could run their businesses off the road.

The California Air Resources Board was expected to vote Dec. 12 on controversial regulations estimated to cost the trucking industry \$5.5 billion. If passed, the standards would require operators of California's 1.5 million diesel trucks and buses to begin retrofitting existing engines or replacing them with newer, cleaner-burning fleets by 2010.

Driving Toward a Cleaner California, an advocacy group of more than 200 truck owners, farmers and contractors, calls the proposal "the nation's most stringent new emissions regulations that could also be the most costly and far-reaching rule that business has yet to face."

The advocacy group and industry executives like [Roadstar Trucking Inc.](#)'s Bob Ramorino say they agree with and support diesel emissions controls.

"But can we do this in a way that doesn't kill my company?" asked Ramorino, whose 50-year-old family-run business operates within a 150-mile radius of its Hayward headquarters.

The regulations would require Roadstar to replace its 30-truck fleet. Ramorino contends about half his fleet could be upgraded for about \$20,000 per truck, but that would provide only four more years of life before the vehicles would have to be further upgraded.

"My strategy will be to largely try to replace the older trucks with new trucks that have the newest technology," Ramorino said.

He's scheduled to receive a new rig with emissions-compliant technology this week, and it will cost \$101,000. At that price, it would cost \$3 million-plus to replace his whole fleet.

"The problem is financing 30 trucks," he said. "In the fifth year, I would theoretically be making payments of \$900,000 annually."

For a \$5 million company responsible for 60 employees, that's incomprehensible in an industry with single-digit profit margins in the best of economic times, Ramorino said.

But while regulators and environmentalists acknowledge the timing isn't great, they estimate that about \$170 million in grants and low-interest loans are available to help business owners meet the requirements.

The Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines.

Proposition 1B, approved by California voters in November 2006, allocates \$1 billion to the Air Resources Board for air quality improvements; \$250 million of that has already been awarded.

A state law passed in 2007 allocates \$50 million a year to the Air Resources Board for eight years beginning with the 2008-09 budget.

Obstacles to funding

But Andrew Acosta, spokesman for Driving Toward a Cleaner California, contends the companies would need to match those funds with their own money, and the ongoing challenges to obtain financing still puts the prospect of retrofits and fleet replacement out of reach.

"Just saying, 'There's a bunch of money out there, go get it' — it doesn't really work like that," Acosta said.

Ramorino said Roadstar has fostered excellent relationships with the banks, but "for the first time in probably 20 years, the financing isn't coming automatically. We're in the process of renewing our lines of credit, and they're not coming to the table very quickly."

The summer's spike in fuel prices severely affected business, causing an increase in the company's surcharges and a backlash from shippers.

"Frankly, our numbers don't look good this year," Ramorino said.

The advocacy group has drafted an alternative to the proposed regulations, pointing out Gov. Schwarzenegger's repeated calls "for a balance between our environmental needs and our economic necessities."

An August letter from group Chairwoman Jeanne Cain to Air Resources Board Chairwoman Mary Nichols illuminates the precarious timing of the proposition.

"This regulation is being proposed at a time when California diesel truck and bus owners are struggling to make ends meet in the most severe economic climate we've experienced in decades," wrote Cain, who also serves as executive vice president for policy at the **California Chamber of Commerce**.

The group says that through the third quarter of 2008, close to 3,000 trucking companies nationwide have declared bankruptcy, citing an industry report prepared by Avondale Partners LLC.

"The cumulative effect of these regulations cannot be underestimated," she wrote.

A decade of change

Regulators and clean air advocates wonder why trucking companies haven't done more in recent years to meet what they say should have been anticipated.

In 1998, diesel particulate matter was identified as a toxic air contaminant, directly linking diesel emissions with cancer. In 2000, the Air Resources Board adopted the Diesel Risk Reduction Plan, which aims to reduce diesel particulate matter emissions and the associated health risk by 75 percent by 2010 and 85 percent or more by 2020.

Since then, the Air Resources Board has steadily regulated different sources of diesel emissions, including garbage trucks, buses, cargo-handling equipment and off-road equipment.

"Heavy duty diesel trucks are the last and largest unregulated source of diesel emissions," said Air Resources Board spokeswoman Karen Caesar. "It's the last piece of this puzzle."

Diesel trucks are estimated to account for close to 40 percent of California's diesel emissions and one-third of smog-forming nitrogen oxides, according to Diane Bailey, a senior scientist with the National Resources Defense Council.

"It's a challenge," Bailey conceded. "Just like everyone else, we're wringing our hands over the timing. It's not an ideal economic time. But then again, is it ever?"

If there is a silver lining in the cloud over the industry, it's that regulations will almost certainly wipe out some companies' competitors. The fear, however, is that deep-pocketed out-of-state national trucking firms, such as \$1.2 billion Knight Transportation Inc. of Phoenix, \$3 billion JB Hunt Transportation Services Inc. of Lowell, Ark., and privately held trucking giants Swift Transportation Co. Inc. of Phoenix and US Express Freight Inc. of Landover, Md., will descend and wipe out the local concerns.

"They have a distinct advantage because they bring their newest trucks into California and rotate out serviceable equipment to states with less strict emissions controls," Ramorino said. "So their cost of compliance is substantially lower than local California companies that don't have the option of moving these trucks that should have a lot of value left in them and continue to operate them in other states."

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<<Back



State air regulators meeting again today to consider more new rules regulating air pollution

Associated Press - December 12, 2008 8:34 AM ET

SACRAMENTO (AP) - State air regulators are meeting in Sacramento again today where they're expected to approve more new rules regulating air pollution.

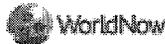
After adopting a sweeping plan to reduce greenhouse gases yesterday, the state Air Resources Board is expected to crack down on diesel pollution from trucks and buses.

New regulations being considered during this morning's meeting (8:30) would seek to get the dirtiest trucks and buses off the road.

If the new rules are approved, truck and bus owners would have to replace older vehicles, or outfit them with pollution filters or new engines.

The trucking industry is opposing the new regulations, saying they're too costly.

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State Considers More Rules To Curb Pollution

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Board Expected To Crack Down On Trucks, Buses

POSTED: 5:56 am PST December 12, 2008
UPDATED: 8:28 am PST December 12, 2008



SACRAMENTO, Calif. -- State air regulators were set to meet in Sacramento again Friday to possibly approve more new rules regulating air pollution.

After adopting a sweeping plan to reduce greenhouse gases Thursday, the state Air Resources Board was expected to crack down on diesel pollution from trucks and buses.

New regulations to be considered during a morning meeting would seek to get the dirtiest trucks and buses off the road.

If the new rules are approved, truck and bus owners would have to replace older vehicles, or outfit them with pollution filters or new engines.

The trucking industry is opposing the new regulations, saying they're too costly.

Previous Story:

- December 11, 2008: [State Adopts Sweeping Climate Plan](#)

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KCBS

Posted: Friday, 12 December 2008 6:43AM

New Air Regulations Alarm Trucking Industry



SACRAMENTO (KCBS/AP) — California's trucking industry would be forced to undergo a major overhaul if air regulators adopt new rules to reduce diesel emissions.

For the first time anywhere in the nation, filters would have to be attached to exhaust pipes on nearly every privately operated diesel truck, a modification that costs anywhere from \$15,000 to \$20,000 per truck.



[KCBS' George Harris reports](#)

The state said it would offer \$1 billion in subsidies for the transition, but at a hearing of the state Air Resources Board in Sacramento Thursday, industry representatives said California is going beyond what is fair and reasonable.

Air regulators approved the broad outlines of a plan to reduce greenhouse gas emissions in California by one-third over the next 12 years, and will continue debating specifics of that plan on Friday.

The sweeping changes come as California tries to meet emissions standards signed into law by Gov. Arnold Schwarzenegger in 2006 that aim to bring emissions to 1990 levels by 2020.

Dozens of Bay Area health advocates are headed to Sacramento in a bio-diesel bus to rally in support of the new rules on diesel truck engines. They said the health risks far outweigh the cost to industry.

Whatever new regulations are enacted become effective in 2010. Truck operators would have until 2014 to modify their rigs.

(jro)

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State Agency Votes On Diesel Rules

New Rules Would Affect Trucks and Buses

Dec 12, 2008

Ed Joyce



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STUMBLEUPON



A California agency is expected to vote Friday on new rules that would reduce toxic exhaust from diesel vehicles starting in 2011. KPBS Environmental Reporter Ed Joyce has details.

The California Air Resources Board says diesel truck pollution has been estimated to account for 70 percent of the cancer risk from the air we breathe and causes about 4,500 deaths each year in the state.

Bonnie Holmes-Gen is with the American Lung Association of California.

She says soot from trucks and buses is the number one source of toxic diesel pollution in California.

Holmes-Gen: And that adds up to about \$40 billion in health-care related costs, including the costs of early deaths. And that also includes the costs of illnesses.

From asthma to emphysema and lung cancer.

Holmes-Gen says the proposed rules are expected to save more than 9,400 lives and cut billions of dollars in health costs each year.

Joy Williams with the National City-based Environmental Health Coalition says the diesel exhaust especially hurts low-income neighborhoods, children and the elderly.

Williams: Communities that are near freeways and that have higher levels of truck traffic due to warehousing and other industries are getting more diesel and are at higher risk. And so are the truck drivers themselves.

She says a new study shows Teamsters who drive trucks have higher death rates from lung cancer than Teamsters who work in other jobs.

The trucking industry says the new rules would be too costly.

But California would provide \$1 billion in incentives to help trucking companies upgrade their fleets.

Ed Joyce, KPBS News.

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Vote on Calif. 'dirty diesels' expected Friday

By Jennifer Seeker

December 11, 2008

On Friday, the California Air Resources Board is expected to vote on an unprecedented crackdown on 'dirty diesels'.

The plan would require many big rigs in California to be either retrofitted, or retired to try and clean up California's air.

For truck owner operators, meeting the new regulations could be expensive. One truck owner says it would her \$13,000.

The law would also require all trucks coming through California to comply with the law. That has never been done before. If approved, changes to diesel trucks and buses would be fazed in over the next 15 years.

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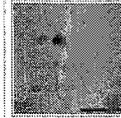
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California rules will slash highway truck emissions

December 11, 2008

By Bill Mongelluzzo / The JOURNAL of COMMERCE ONLINE

The California Air Resources Board is expected to approve new fleet rules designed to slash harmful emissions from over-the-road trucks operating in the state.

The rules would apply to out-of-state trucks operating in California as well as those registered in the state.

The rules will require the installation of diesel particulate traps beginning in 2010. The program will be phased in over the ensuing four years. The filters, which cost as much as \$20,000, will reduce diesel emissions by an estimated 85 percent.

CARB's latest restrictions are separate from its drayage truck regulations covering trucks that are used to dray containers to and from seaports and intermodal rail yards. The drayage truck rules have already been approved and will be phased in beginning late next year.

Also, harbor truckers in Los Angeles-Long Beach are operating under a separate and even more restrictive timetable set by the ports. Under the ports' clean-trucks program, all trucks manufactured before 1989 were banned from the harbor on Oct. 1. The rules will get increasingly tighter until, in 2013, only 2007-model or newer trucks will be allowed to operate in Los Angeles-Long Beach harbor.

The fleet truck rules that the CARB board will vote on Friday cover over-the-road trucks, and will be the most restrictive in the nation.

CARB stated that about half of all California residents live within one mile of a freeway. Numerous tests have shown that incidents of asthma and other respiratory illnesses are much higher in populations exposed to diesel pollution.

California trucking interests are concerned that the fleet rules are being phased in too quickly, especially given the downturn in the freight transportation industry. They say the industry, financially, may not be able to retrofit trucks as quickly as CARB wants.

CARB estimates that the rules will cost the industry \$5.5 billion but benefits will total \$48 billion, including reduced health care costs and increased productivity.

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The Mercury News

MercuryNews.com

Editorial: End diesel truck pollution

Mercury News Editorial

Posted: 12/10/2008 09:00:00 PM PST

California has a long, proud history of environmental leadership. It should extend that legacy this week, despite the worst economy in decades.

Today the state's Air Resources Board should approve a much-debated plan to reduce greenhouse gases 30 percent by 2020, as required under California's pioneering climate change law, AB 32. Then, on Friday, the board should muster the courage to clean up deadly emissions from the state's 1 million diesel trucks.

By converting to a green economy, California will reduce its health care costs and position itself to lead the nation out of the recession. AB 32 regulations will push us toward using cleaner, more efficient fuels in vehicles and homes.

The trucking industry is one of the last remaining major sources of air pollution that California hasn't regulated. It got a pass because for years, it was thought that if you could see pollutants, like the black smoke puffing out of diesel stacks, the particles were too big to hurt you. But newer studies show that diesel pollution causes cancer, asthma and major heart problems: Researchers at California State University-Fullerton, say it causes 3,800 premature deaths every year and costs the state economy \$28 billion a year. People who live within a mile of highways are at the greatest risk. And guess what. That's half of us.

The proposed regulations require truckers to install \$15,000 filters that reduce emissions by 85 percent and, over the next 15 years, buy new trucks with clean engines — something most large firms would do anyway. While low-interest loans from the state will help with the \$5 billion this will cost, there's no doubt shipping bills will rise. But the ultimate savings in dollars and human misery — thousands of lives a year — will be worth the cost to consumers. It's time for the air board to act.

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Calif. cracks down on diesel emissions

By SAMANTHA YOUNG, The Associated Press 9:25 a.m. December 12, 2008

SACRAMENTO — A day after adopting a sweeping plan to reduce greenhouse gases, California air regulators Friday were considering cracking down on pollution from nearly a million diesel trucks and buses that crowd the state's highways each year.

The state Air Resources Board is expected to adopt what would be the country's most sweeping rule to get the dirtiest trucks and buses off the road, including those that travel into California from other states, Canada and Mexico.

The heavy-duty trucks that cart food, electronics, toys and other goods are the leading cause of diesel pollution in a state that has some of the smoggiest skies in the country.

"The health benefits of this rule are just enormous," Air Resources Board chairwoman Mary Nichols told The Associated Press. "We're talking about thousands of lives saved."

The regulation would require owners of some of the oldest and most polluting trucks, school buses, motor coaches and street sweepers to begin transforming their fleets as soon as 2010.

It is a critical element of California's strategy to clean up its smoggy skies and meet state and federal air standards. The new rules would reduce ozone-eating nitrogen oxides and soot-forming particulate matter that can become embedded in lung tissue.

The idea is to speed up the replacement of thousands of trucks and buses that are usually on the road for decades and are not as clean as newer model vehicles that have stricter emission standards mandated by the federal government.

If the rules are adopted, old diesel vehicles would have to be outfitted with pollution filters, new engines or replaced with newer, cleaner vehicles. The cost to businesses, school districts and transit agencies statewide is estimated at \$5.5 billion.

In addition, trucking companies might have to comply with a separate regulation under consideration Friday requiring them to outfit their trucks and trailers with aerodynamic devices and more fuel efficient tires in a bid to cut fuel consumption and greenhouse gases. That rule would change the look of an estimated 436,000 trucks and slightly more than a million trailers at a cost of \$10.4 billion.

Those are price tags the trucking industry and others say they can't afford, since the recession has left many truck and bus owners struggling to pay the bills.

"With this economy, this puts us in an untenable position," said Robert Ramorino, president of the California Trucking Association, which wants more time to meet the proposed mandates.

Ramorino said he and many truck owners would be forced to replace relatively new trucks for which they are still paying. Meanwhile, others are concerned that financially strapped banks would be hesitant to loan them the money needed to buy a \$150,000 truck that meets the strict emission standards.

"Banks have put freezes on truck loans and require much more down," said Robert Tennes, a salesman at the Western Truck Center in West Sacramento.

Regulators point out that the costs of the diesel rule will be spread over 16 years and say they are dwarfed by the estimated \$48 billion to \$68 billion in health benefits to Californians who currently breathe diesel fumes. The aerodynamic devices would pay for itself — and save truckers money — because they wouldn't have to buy as much fuel, according to a board report.

By the time the diesel regulation is fully implemented in 2023, regulators estimate the amount of diesel particulate matter and nitrogen oxides emitted from these vehicles would be cut by about a third.

The two pollutants can lead to premature death and increased asthma and heart attacks. The proposed rule is projected to prevent 9,400 premature deaths, 150,000 asthma-related cases and 950,000 lost work days over 20 years, according to an analysis by the board.

"This is costing billions of dollars in health impacts," said Kathryn Phillips, an air quality specialist at the Environmental Defense Fund. "There's a lot of motivation to do this rule, and there will likely be other states looking at either adopting it or some variation."

An Air Resources Board staff report predicts many businesses would pass the costs to their customers through higher shipping rates or higher prices for manufactured goods but says the effect on consumers would be negligible. For example, a pair of shoes might cost about 1 to 2 cents more, and a pound of produce would cost only a fraction of a cent more.

In addition, the state has several loan programs and bond money to help businesses replace their fleets although the bond money could only be used for trucks that operate solely in California.

The rules would apply to tractor trailers, dump trucks, street sweepers, cranes, fuel delivery trucks, school buses, motor coaches and airport shuttles. Some agricultural vehicles would be given additional time to comply.

Military tactical support vehicles, emergency vehicles, private motor homes, snow plows and historic vehicles would be among those exempted from the requirements. Vehicles that are driven fewer than 1,000 miles and less than 100 hours also would be exempt.

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Vehicles that travel within 20 rural counties that already meet air quality standards would not be required to lower their nitrogen oxide emissions until 2021. Those counties include: Alpine, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Monterey, Plumas, San Benito, San Luis Obispo, Santa Cruz, Shasta, Sierra, Siskiyou, Trinity, Tehama and Yuba.

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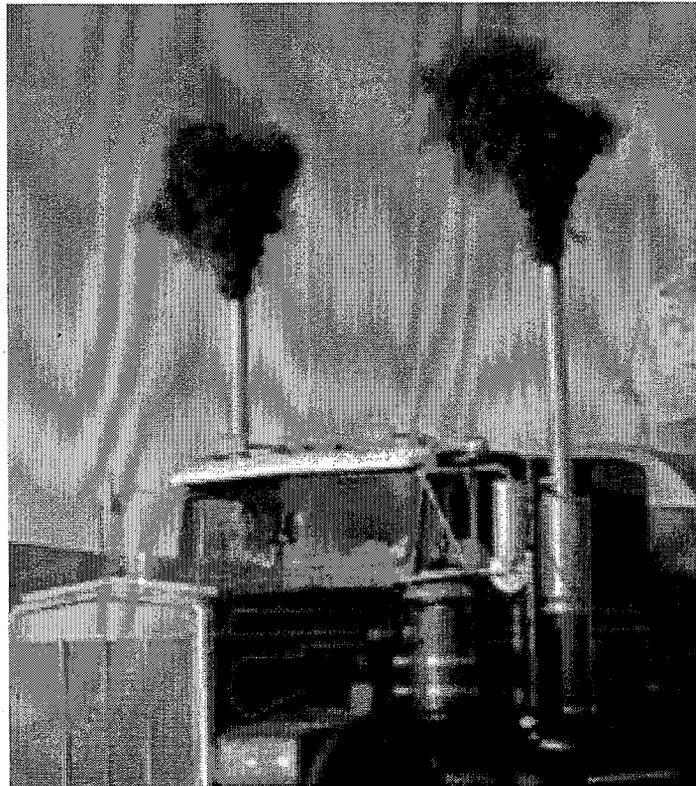
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December 12, 2008

Air Resource Board Sets Greenhouse Standards. Vote on Diesel Later Today.

Posted by [Damien Newton](#)



Yesterday, the California Air Resource Board voted to adopt what are being hailed as the "[nation's first comprehensive plan to slash greenhouse gases](#) [1]" despite protests from businesses and car dealerships that contend the new standards will be bad for business.

While the new regulations aim to cut emissions in all sectors of the economy, almost one-third of the reductions are expected to come from the automobile industry. The [Green Car Congress](#) [2] explains what impact the vote will have:

The Scoping Plan requires the largest sectorial chunk of reductions to come from transportation, outlining projected 62.3 MMTCO₂e (37%) in reductions through a variety of measures.

The key transportation instrument is the Pavley standards, followed by the Low-Carbon Fuel Standard. In the final plan, however, ARB has increased its estimate of reductions in regional transportation greenhouse gases achieved through land-use changes and transit policies designed to reduce vehicle miles traveled (VMT); this is prior to setting the targets required by the newly enacted SB 375 (anti-sprawl bill).

ARB is also evaluating the use of feebates as a measure to achieve additional reductions, either as a backstop to the Pavley regulation if the regulation cannot be implemented, or as a supplement to Pavley if the waiver is approved and the regulation takes effect.

But the CARB isn't done yet. Later today they're expected to vote on new rules requiring all trucks using California roads, whether they're based in California or not, to switch to low-emission vehicles or retro-fit they're current trucks with carbon filters by 2012. By 2020, all trucks will need to have certain high-efficiency engines. The move will cost an estimated \$5.5 billion to implement, and the state has set aside \$1 billion to ease the burden on truckers.

That hasn't stopped some in the industry from bringing some histrionics [3] to a debate over whether California is serious about cleaning up it's terrible air quality.

While Northgate has purchased a new truck in its nine-vehicle fleet that serves Pacific Pride and Shell gas stations, it was an expensive transaction.

"And you might as well drive the old truck off a cliff. You won't be able to sell it."

Nevertheless, the potential benefits of the new rules are staggering. The California Air Resources Board estimates that over the next 15 years the rule will prevent 9,400 premature deaths, result in 150,000 fewer asthma cases and save up to \$68 billion in public heath care costs.

I'll post an update when the vote is finalized.

Photo: Wired [4]

Filed under: Air Quality, Governor Greenhouse, Trucks

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Business

AIR REGULATIONS WORRY TRUCKERS

PROPOSED RULES TOO COSTLY, MANY IN INDUSTRY COMPLAIN

By *Alex Breitler*
December 11, 2008
Record Staff Writer

SACRAMENTO - A proposed \$5.5 billion air quality rule requiring the upgrade or replacement of big-rig engines has truckers across California pleading with the state to ease into the slow lane.

The California Air Resources Board is expected to consider the new rule today or Friday. In the meantime, hundreds of truck owners or operators say the rule is too costly - especially in this bad economy.

"This thing is going to be devastating if they pass it," said 60-year-old Sal DiSalvo of Stockton, an independent trucker for 35 years. "We all want cleaner air, but not at the expense of a total economic meltdown."

The goal of the rule is to cut emissions from 900,000 heavy-duty diesel trucks and buses that are registered in California or come here from out of state. A wide range of businesses - haulers, builders, bus lines, manufacturers and even mobile blood banks - would be affected.

The rule will save far more than it will cost, regulators say. It would prevent 9,400 premature deaths over the next decade, reduce asthma cases and improve productivity, ending with economic savings of \$48 billion to \$68 billion.

"I know the rule will cost money, but it also gives truck owners and drivers a chance to drive newer, cleaner vehicles and help the air at the same time," Mary Nichols, chairwoman of the air board, said in a statement.

The first-of-its-kind rule comes after 18 months of meetings with drivers and business owners and represents a "good balance" between the economy and the environment, she said.

Here's how it works: Starting in 2010, some trucks will need diesel filters. Then, starting in 2012, company owners must begin replacing their fleets with newer rigs that meet 2010 model year emissions standards. By 2023, all diesel vehicles on California roads must meet those standards.

Millions of dollars of assistance are available to help truckers upgrade, the state says. To pay the remainder, trucking companies likely will pass the costs onto their customers, the state says, resulting in a "negligible" price increase for common goods, such as food and produce.

Truckers say that while they support clean air, the economics are skewed.

Upgrading one of his two trucks with a filter would cost \$22,000, DiSalvo said. When he asked for financial help, he was told he could have \$5,000.

"I'm not going to spend \$17,000 on a truck that's worth \$30,000," he said. "I'll just wait until they tell me I cannot run my truck anymore, and I'll retire. I'll park it."

He believes that will occur at the end of 2012. It'd be an early retirement for DiSalvo, who said he'd planned to keep

hauling construction materials as long as he could get up each morning.

At the larger end of the spectrum is Stockton-based Antonini Enterprises, which has already replaced about 60 percent of its fleet in anticipation of new regulations. The cost: \$2 million, said Jean Etcheverry, accounting manager for the company.

About 20 older trucks remain and would have to be replaced by 2015, Etcheverry said.

"We're having to absorb the cost of the trucks we've purchased already, and we haven't been able to raise rates" due to a weak economy and slim profits in agriculture, he said.

Many truckers are calling for a more flexible approach. DiSalvo's solution is simple: Allow old trucks to be phased out as they normally would and require cleaner technologies in the replacement vehicles. Diesel emissions are, in fact, projected to decrease by more than double even without the air board's proposed rule.

Nevertheless, public health advocates, including the American Lung Association, urged the state to move forward, warning that diesel pollution is taking a serious toll on Californians, especially children and the elderly - and the truckers themselves.

Mike Killingsworth of Modesto wrote a letter about the asthma attacks suffered by his 6-year-old grandson, Philip.

"Everybody wants an exemption from rules that cost money," Killingsworth wrote. "Why would we outlaw smoking in public places to protect health and not do the same for burning diesel?"

Contact reporter Alex Breitler at (209) 546-8295 or abreitler@recordnet.com.

[VISIT HIS BLOG](#)

to learn more

For more information about the California Air Resources Board diesel truck rule, visit www.arb.ca.gov.



Los Angeles Times

<http://www.latimes.com/news/local/la-me-diesel11-2008dec11,0,7299679.story>

From the Los Angeles Times

State could get tough on dirty diesels

State's Air Resources Board will vote on costly measures to limit big-rig pollution.

By Margot Roosevelt

December 11, 2008

Two decades ago, Rosa Vielmas, young and hopeful, moved to Riverside County for cleaner air. Goodbye to smoggy East Los Angeles. Hello to Mira Loma, an unincorporated speck of a village, and a one-story stucco bungalow with a yard. "We could see the stars," she recalled.

But that was before Mira Loma became one of Southern California's "diesel death zones," as activists call the truck-choked freeways and distribution hubs that fan out from the massive ports of Los Angeles and Long Beach.

Today, a blanket of smog and dust smothers Mira Loma's grimy subdivisions. "You think the warehouses will bring work and money," said Vielmas, 44, who became a community organizer after her two grandsons developed asthma, which she blames on diesel pollution. "The cost of industrialization — we are paying for it with our health."

This week, a decades-long struggle between California regulators and the national trucking industry will come to a head in Sacramento when the Air Resources Board votes on whether to require owners to fit about 230,000 heavy-duty trucks with diesel exhaust traps and replace about 350,000 older, dirty engines over the next 15 years.

Big-rig crackdown

The crackdown is unprecedented: No other state requires existing trucks to be retrofitted or retired. And it raises thorny interstate commerce issues: Any big rig that travels through California, no matter where it is registered, would be affected.

At a cost of \$5.5 billion, the diesel rule, which covers trucks and buses, would be the most expensive air pollution regulation ever adopted in California.

Regulators say, however, that the cost of failing to act would be far higher. Heavy-duty rigs are responsible for a third of all the smog in California. State officials project that the new rule would save 9,400 lives between 2010, when it takes effect, and 2025. With tens of thousands of hospital admissions linked to air pollution, Californians would save up to \$68 billion in healthcare costs in the first 15 years, according to economists for the air board.

Last week, 17 national and state health groups, including the American Heart Assn., the American Cancer Society and the California Medical Assn., called for passage of the rule, noting that half of all Californians live within a mile of a freeway.

"These pollutants are taking a serious toll on California's public health," they wrote to the air board, adding that diesel exhaust can cause respiratory and cardiovascular disease, cancer and premature death.

But with the nation spiraling into recession, employment plunging and credit scarce, is this the time to impose a costly regulation on a vital industry?

Fleet owners have held news conferences in Ontario, Bakersfield, Fresno and other cities, demanding that the rule be relaxed and postponed.

Diesel traps cost up to \$15,000, a stiff burden for small operators, many of whom are struggling to meet payments on trucks worth up to \$130,000 each. And big rigs can be driven for as long as 25 years, so replacing them early would be expensive.

"This rule will likely put me out of business and over 60 people out of work," Ron Silva, chief executive of Westar Transport in Fresno County, told the Air Resources Board. "This rule can cripple the California economy as we know it. . . . Farmers will not be able to afford to have the crops hauled out of the field."

If shipping fees rise, Southern California ports, which handle 40% of the nation's containerized imports, could lose business to Canadian and East Coast terminals. Out-of-state truckers are already threatening to stay away. "As you regulate more, the more we will refuse your freight," warned Nathan Peaslee, a Michigan driver who hauls potato chips and televisions.

The state is promising truckers more than \$1 billion in subsidies to make the transition. Nonetheless, the American Trucking Assn. is expected to fight the rule in court. Air board lawyers are confident the state can fend off a legal challenge. Judges, they say, will take into account the fact that California cannot meet a federal mandate to clean its air without a tough diesel rule.

In Mira Loma, the trade-offs are etched in stark relief.

Stop by the one-bedroom cottage where Vielmas' daughter, Ana Gomez, 23, cares for her 2-year-old son Julio. Gomez's husband has a job painting buses at a nearby depot.

But Julio pays the price of pollution. On the kitchen table is a bill for asthma drugs and a nebulizer that sprays a mist of medication through a face mask. "Sometimes he chokes and turns purple," Gomez said. "I have to take him to the hospital."

There is no history of asthma in the family. Vielmas and Gomez blame the trucks. Pollution is known to aggravate asthma symptoms although the causes of asthma remain a subject of debate.

"We're known as the 'Warehouse Capital of Southern California,'" said Vielmas, speaking Spanish. A five-minute drive from home, acres of shipping terminals surround a Union Pacific rail yard. Stacks of steel containers roll along the tracks.

Trucks stream in and out of vast parking lots: Wal-Mart, Costco, Sears, Thomson, Hyundai. Imported goods are unloaded, repacked and hauled out. Across from fast-food joints, tractor-trailers idle — illegally — running their air conditioning.

"When we moved here, my husband milked cows at a dairy," Vielmas said. The dairies have been crowded out by warehouses, and now her husband operates a forklift at one of them.

Pollution study

Vielmas steers through an intersection off California 60 where, two years ago, she and Gomez were trained to count vehicles and measure emissions for a USC air pollution study. In one hour, they counted 445 trucks and 2,125 cars. Other teams tallied up to 800 trucks an hour on nearby streets.

Unlike gasoline-powered cars, which feature catalytic converters, today's diesel trucks are mostly unregulated. Federal standards will require clean engines in new models as of 2010, but Mira Loma residents say they cannot wait decades for hundreds of thousands of trucks to be retired. The USC study of 12 Central and Southern California communities found that Mira Loma children had the lowest lung capacity compared with other areas — a handicap likely to affect them for life.

The findings infuriated the community. A local group, Center for Community Action and Environmental Justice, where Vielmas first volunteered and recently began to work full-time, mounted a billboard over the freeway. It read "Welcome to Riverside County! We're #1: Dirtiest Air in the Nation; Deadly Health Impacts."

School affected

Across from the rail yard, where tens of thousands of imported cars are loaded on to tractor-trailers, Vielmas gestures toward Jurupa Valley High School, where students are exercising on the fields.

"When they played games here, they had to use inhalers. When they played at other schools, they didn't have to use them," Vielmas recalled.

Eventually, parents concluded that the rail yard exit across the street was a major cause. After three years of demonstrations and political pressure, truckers were required to switch to a different gate, said Vielmas, whose four children attended the school.

Now community activists are demanding 1,500-foot buffer zones between homes and warehouses. And they are battling a proposed 425-home subdivision near a planned six-lane truck route, saying that health risks should be disclosed to buyers.

Would Vielmas and Gomez think of moving away? They hesitate. In Mira Loma, most everyone is related to everyone else, or at least acquainted. "This community was here first, and then the warehouses came," Vielmas said.

They see no contradiction between their husbands' jobs — dependent on the truck-hauling economy — and their activism. Truckers experience higher lung cancer rates than the general population, according to health authorities. During the election, Vielmas, born in Mexico and now an American citizen, knocked on 200 doors for a voter-registration drive.

"I hear their stories," she said. "Many people are suffering."

So Vielmas and her family won't leave. This week, they are looking to Sacramento for relief. "We want regulations," she said. "We want them enforced. I want to keep fighting."

Roosevelt is a Times staff writer.

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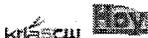
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California air board to vote on plan to slash emissions

cbowman@sacbee.com

Published Thursday, Dec. 11, 2008

Today and Friday are expected to be monumental in California's fight against global warming and air pollution.

The state Air Resources Board is set to vote today on a sweeping 12-year strategy for slashing climate-altering emissions that would affect the type of cars Californians drive, the electricity they use to light their homes and even the location of future homes and jobs.

Then on Friday, the governor-appointed air board is expected to approve regulations requiring owners of nearly 1 million heavy-duty trucks to thoroughly clean up diesel exhaust, which is believed responsible for as many as 9,000 deaths a year statewide.

"It is probably the most significant board meeting we have had in decades," said Thomas Cackette, the board's deputy executive officer.

The voting comes at a politically good time from the view of state regulators, public health advocates and others seeking to influence a national response to global warming.

President-elect Barack Obama has said he intends to quickly reverse the Bush administration's decision last December to deny California authority to curb heat-trapping carbon emissions from automobiles.

Obama on Wednesday reportedly was ready to name two officials from California – Steven Chu, the director of the Lawrence Berkeley National Laboratory, and Nancy Sutley, deputy mayor of Los Angeles for energy and environment – to top energy and environmental posts. Those appointments would add to California's growing clout in crafting federal climate change regulations.

Continuing business as usual in other states and nations would overwhelm any progress California makes in cutting global warming gases.

The California air board's impending actions also come at an economically bad time, with heavy opposition from the trucking industry, which is struggling under the slowdown in movement of goods.

Independent truckers and owners of small fleets are among the louder opponents.

"What gives you the authority to tell me that not only do I have to junk my truck, but that I also lose the capital investment that I already have in it?" Mark Binkley, a Southern California trucker, said in an e-mail to the board.

"If you want to purchase my truck for what I paid for it, then fine," said Binkley, who bought a 1989 Peterbilt rig two years ago for \$75,000.

State air regulators point out that the requirements to install soot traps on older rigs or switch to cleaner-burning engines don't take effect until 2010 and allow up to 13 more years for compliance, depending on the model year and size of the fleet.

A coalition of truck owners, grocers and construction contractors has proposed an alternative that phases in the requirements over a longer period at less cost.

Board Chairwoman Mary Nichols said the truckers' plan would put Southern California and the San Joaquin Valley in violation of federal clean-air standards by 2014, resulting in more heart attacks, lung disease and deaths.

"The health impacts are so staggering," Nichols said, pointing out the estimated 9,000 deaths that would occur under business as usual.

"The numbers are just hard to argue with, and nobody is arguing with them," Nichols said. "The only argument is that we shouldn't be doing this in hard economic times."

Exhaust filters cost \$10,000 or more, new engines several times that, and a new truck well over \$100,000. Trucks built since 2005 already are equipped with the soot traps.

The big-rig trucks, large delivery trucks and airport shuttle buses are the last of the diesel-powered vehicles and equipment to come under the soot-cutting knife of the air board, following similar rules for garbage trucks, municipal buses and off-road construction and farming vehicles and equipment.

But the number of these heavy-duty vehicles, along with their heavy weight, high mileage and longevity, makes them the single-largest source of toxic air pollution in California, air board officials said.

The regulations would dramatically cut emissions of tiny diesel exhaust particles and smog-forming nitrogen oxides from more than 400,000 diesel vehicles registered in the state and another 500,000 out-of-state trucks that pass through California each year.

In 1998, the board declared the particles in diesel exhaust a "toxic air contaminant" because of their potential to cause cancer and premature heart- and lung-related deaths in adults.

The particles are small enough to evade the lung's defenses and enter the bloodstream, raising the risk of heart disease as well as respiratory illness.

Numerous studies since then have strengthened the link between lung cancer and heart disease and diesel exhaust, particularly among truckers and dock workers.

Call The Bee's Chris Bowman, (916) 321-1069.



Truck drivers oppose environmental regulations

By LAURA URSENY-Staff Writer

Posted: 12/11/2008 12:00:00 AM PST
CHICO — Local truckers and trucking companies gathered Wednesday to protest a pending air-quality decision by the state that they say could force some truckers out of business.

Northgate Petroleum president and owner Bud Caldwell of Chico said the California Air Resources Board proposal to force heavy-duty diesel truck owners to replace or retrofit their vehicles to higher emission standards could cost jobs and put companies out of business.

Truckers can't afford such an expensive mandate with the economy struggling, he said.

"Right now, with the way the economy is, it's hard to imagine what some of them will do," Caldwell said, pointing out that while the state has mentioned financial assistance with retrofits, California's own budget problems seem to preclude that.

Truckers also pointed out the regulations will cost Californians more for products transported by truck.

Caldwell said the state's proposal is unrealistic and the state should be more aware about the financial harm the regulations could cause.

"I'm all for cleaner air, and there's an alternative that seems reasonable in attaining the same thing."

As part of California's landmark AB32 to combat global warming and improve public health, the California ARB is proposing to strengthen vehicle

emission standards, including requiring heavy duty diesel trucks to retrofit or replace their vehicles starting in 2010 and ending by 2014. Retrofitting a truck would require special filters to clean vehicle emissions.

In addition, truckers would have to replace their engines between 2012 and 2022, or buy a new truck.

While Northgate has purchased a new truck in its nine-vehicle fleet that serves Pacific Pride and Shell gas stations, it was an expensive transaction.

"And you might as well drive the old truck off a cliff. You won't be able to sell it."

According to the ARB, there are about 400,000 trucks registered in the state, and about 500,000 from other states that do business in California. The latter would also be subject to the new regulations.

According to the ARB, the change can also save lives, considering the quality of air that truck drivers and other affiliated workers breath.

Caldwell and others support a counter proposal by an organization calling itself Driving Toward a Cleaner California. DTCC wants the state to delay its decision on those regulations. It also proposes mileage exemptions for older vehicles, incentives to purchase new technology, and requiring the state to consider the financial impact of the new regulations in establishing the implementation, among others.

If the latter were adopted, it would produce cleaner air, as well as buffer the impact on business, Caldwell said.

Staff writer Laura Urseny can be reached at 896-7756 or lurseny@chicoer.com.

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Trucker wants cleaner trucks, tighter diesel regulations from the ARB

By [Wavne McCully](#) (published Thursday, December 11, 2008)

I've been driving an 18-wheeler for most of my life. Back in the 1960s, when my family lived in Los Angeles, I would drive down the hill, as we truckers call it, into the L.A. Basin, and look out over a sea of dense grey pollution. We moved because of it. Over the years, I watched that pollution change, grow lighter and clearer because of state regulations that cleaned up car exhaust. It is time the state do the same thing for trucks.

Heavy-duty diesel trucks are the single largest source of toxic diesel pollution in California, responsible annually for 4,500 premature deaths and an economic cost of \$40 billion from lost days at work & school, health care and deaths, according to the California Air Resources Board (CARB). I drive up and down the San Joaquin Valley almost every day of the year. There are more and more trucks on our highways because our population is growing and demanding more freight. That is only going to get worse. Heavy-duty trucks and other large diesel vehicles drive about 47 million miles per day. The number of trucks and miles traveled per day is expected to almost double by 2020. If we do not clean up these trucks now, our children and grandchildren will suffer even greater health problems.

I, and many of my friends who drive trucks too, support California's regulation to clean up heavy-duty diesel trucks. Truckers have a much higher rate of lung and heart disease than most people because of their increased exposure to diesel soot. A study of the trucking industry found that truck drivers have an excess lifetime cancer risk, sometimes as high as 10 times above what the federal Occupational Safety and Health Administration considers acceptable. Long-haul truck drivers with the longest driving records are 1.5 to 2 times as likely as workers not exposed to diesel exhaust to develop lung cancer during their lives.

But it isn't just truck drivers who are exposed. Nearly 1 million Californians live within 300 feet of a freeway and nearly half of all Californians live within 1 mile of a freeway. These are diesel hotspots where the cancer risk is very high, not to mention heart and lung damage.

Some of my fellow drivers worry about how to pay to clean up their trucks. They point to the credit crunch and say now it not the time. In fact, the rule doesn't kick in until 2010, by which time credit will be flowing. And, because this rule is so important to public health, California has dedicated money to help truck owners retrofit and replace vehicles. Approximately \$125,000,000 of funding is available in 2008 to replace, repower or retrofit (non-port) heavy-duty trucks, and there are similar amounts expected over the next three years. The newly formed Air Quality Improvement Program will provide an additional \$50 million for grants and loans to fund clean vehicle equipment projects. As for me -- I am going to buy a new truck. Diesel prices are coming back up, and at \$4 a gallon, the improved gas mileage of a new truck will cover my finance payments every month.

I want California to pass the heavy duty diesel rule because I want to give my kids and my grandkids cleaner air and a healthier future. It can be done. It must be done now. We don't have time to delay.

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by Malcolm Maclachlan
 Deaths among older voters could erase much of margin by 2010 repeal fight
- [School board candidate Ben Austin disqualified for invalid signature petitions](#)
by Anthony York
- [Medal of Valor awards given to state workers](#)
by Capitol Weekly Staff
 Program began in 1959
- [Letter to the Editor](#)
by Capitol Weekly Readers
- [Movie reviews](#)
 "Frost/Nixon," "Slumdog Millionaire"
- [Nichols passed over by Obama](#)
 CARB chair misses out, but other Californians tapped for energy team
- [Spin war sets stage for landmark action on diesel reqs, greenhouse gases](#)
by John Howard
 ARB approves blueprint stemming from Fran Pavley's carbon emissions bill
- [A view from the Sierra foothills on the proposed diesel regulations](#)
by Ed Welch
- [Will tribal disenrollments make it onto Obama's radar?](#)
by Malcolm Maclachlan
 Indian activists have high hopes about Interior pick, president-elect's track record
- [Department of Corrections](#)
by Capitol Weekly Staff
- [Dining Out](#)
by Malcolm Maclachlan
 The Red Sea is Oakland's best Ethiopian restaurant
- [Frustration marks ongoing Capitol budget stalemate](#)
by Anthony York
 Governor, GOP leaders exchange heated comments through the press
- [The Skinny](#)
by Capitol Weekly Staff
- [Employers fearful of new greenhouse gas regulations](#)
by Valerie Liese
- [Big Daddy](#)
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- [Greenhouse gases: Failure to act now will cost us](#)
by Christopher Busch, Dr. James Fine, Dr. James Fine
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A view from the Sierra foothills on the proposed diesel regulations

By [Ed Welch](#) (published Thursday, December 11, 2008)

Nevada County is a beautiful, amazing place to live and raise your children. Nestled in the Sierra Nevada Foothills, we escape urban congestion and rest in the solitude of these sacred hills. One persistent problem, however, is air pollution. According to EPA rankings, elevated Ozone levels during the hot summer months ranks our county as tied for the 10th worst in the entire nation. One in six kids have been diagnosed with asthma, a rate higher than the overall California average.

And every fall, we brace ourselves for questions about whether it is wise to continue living here. Last September, two friends, both medical doctors, chose to leave because their twin 4 year-old daughters were showing signs of pulmonary distress. After consulting a pediatric pulmonologist at Stanford, they decided the risk of staying outweighed the comforts of the hills. My heart sank. My wife and I also have two small children of similar ages, so how could we stay when two doctors have chosen to leave.

In short, we love our lives here and cherish our community of friends. For now, we have decided that if we can travel every summer for up to eight weeks with those young, developing lungs, maybe we can make it work. It means extra expense, separation from family and friends due to work obligations, and a pretty dramatic disruption of our lives.

After deciding to stay, I got heavily involved with a local organization called Save the Air in Nevada County (STAINC). We are seeking to educate the public about the air quality problems and join the forces advocating for clean air solutions within our region and the entire state.

One very important clean air solution is coming before the Board at the California Air Resources Board (ARB), the in-use Diesel Truck Rule. This rule concerns the 1.1 million heavy-duty and medium-duty diesel trucks, which operate within California regularly, driving approximately 47 million miles per day.

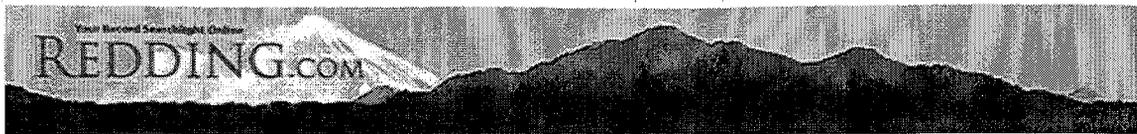
Diesel truck pollution accounts for 40% of the Particulate Matter and up to 50% of the Nitrous Oxide (a key ingredient in formulating ground-level Ozone) pollution in California, which costs approximately \$28 billion dollars annually from hospitalizations for respiratory and cardiovascular ailments, asthma treatments, lost work days and school absences. In 2008, an estimated 4,800 premature deaths will occur, which are directly linked to diesel truck pollution!

The rule would first phase in particulate matter filters for all appropriate diesel trucks, then require owners to repower or retrofit trucks to reduce NOx emissions over a ten year period between 2013 and 2023. Grants and loans will be available to help trucking companies with expenses. All Californians must willingly share the costs of this rule, which is vitally important to the health of our communities. When fuel burns, lungs suffer. The cost of driving trucks and vehicles is far more than the original purchase price, fuel costs, maintenance, and insurance. Our children, the elderly, athletes, and all outside workers suffer. Our population and our lifestyles have reached a point where avoiding all related consequences is no longer possible. Now, we must pay the true costs of transporting and receiving goods, by cleaning up the diesel truck industry.



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by John Howard
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- **Trucker wants cleaner trucks, tighter diesel regulations from the ARB**
by Wayne McCully
- **Dining Out**
by Malcolm Maclachlan
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- **Republicans and Dems poised to unveil new budget plans**
by John Howard and Anthony York
Democrats ponder the 'triple flip'; Reeps eye mental health and tobacco tax money
- **Big Daddy**
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- **Greenhouse gases: Failure to act now will cost us**
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Air rules worry schools, firms

Air board to consider tougher standards for diesel engines

By David Benda

Thursday, December 11, 2008

Already bracing for a projected \$8 million budget hit, Shasta County's public schools could get more bad news Friday if the state approves stricter emissions rules for buses.

The proposed anti-pollution mandates, which will be considered by the California Air Resource Board (ARB) today and Friday in Sacramento, also would affect heavy-duty diesel-fueled trucks.

"We are not opposed to clean air. We just think there should be funding for this to offset the cost," said Tom Carroll, transportation director for Shasta Union High School District.

Carroll estimates his district's cost to retrofit eight buses and replace nine others so they comply with the proposed new rules would be about \$1.8 million — more than the district's 2007-2008 transportation budget of \$1.48 million.

The proposed rules come at a time when the governor's office has suggested severe cuts in public education. Shasta County Union High School District could get roughly \$2 million less from Sacramento.

"You're going to see a lot of school districts that reduce service, you will see cuts in service or you will see school districts charge for it," Carroll said if the proposed air rules are adopted.

School districts, commercial truckers, farmers, contractors and nonprofits are expected to show up in force in Sacramento to address ARB members.

Under ARB's current proposal, every diesel truck and bus operating in California would have to be replaced or retrofitted starting in 2010.

Driving Toward a Cleaner California, a coalition of truck owners and other businesses and nonprofits, projects it would cost more than \$5.5 billion to achieve compliance.

The proposed rules would affect nearly a million trucks and buses used to transport goods and people across the state at a time when businesses are being ravaged by recession, according to Driving Toward a Cleaner California, which wants to see less restrictive rules phased in over a longer period of time.

By contrast, 17 health organizations — including the American Lung Association of California, American Academy of Pediatrics and California Medical Association — urge ARB to pass the new emission rules.

The health groups claim inhaling diesel exhaust results in about 4,500 premature deaths, and \$40 billion in annual costs from loss of life, hospitalization and other health expenses.

Meanwhile, Jim Cross of Cross Petroleum in Redding said the proposed air rules would cost his firm \$720,000 annually, the price to purchase six new trucks. Cross Petroleum has 26 vehicles that would fall under the new rules.

"We will definitely look at operational efficiencies. Can we deliver the same amount of product with less trucks? So you're talking about less jobs, which is not good in an economy like this," said Cross, the company's vice president of operations.

Cross Petroleum, which was established in 1961, has 160 employees.

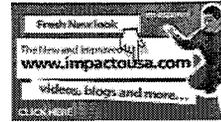
"My grandfather started this business. We don't see ourselves going anywhere. It's just getting more and more difficult to do business in California," Cross said.

The poor economy and the ability for trucking firms to obtain financing so they can convert their fleets are two good reasons that ARB should delay applying the rules, Cross said.

Reporter David Benda can be reached at 225-8219 or at dbenda@redding.com.



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Stay the course on diesel reforms

Posted: 12/10/2008 11:51:18 PM PST

California - which leads the nation in green initiatives - will set a new standard Friday for the cleanup of diesel exhaust from big rig trucks.

It's a legacy that must continue, not only to help 36 million Californians breathe cleaner air with fewer soot particles, but to continue growing a green jobs industry that will help rebuild our economy.

Still, when the California Air Resources Board convenes to approve the new big rig pollution rule, it must ensure that the \$1 billion in funding promised by the governor and the voters of Proposition 1B will be available to help trucking companies pay for retrofits to old trucks and for brand new, cleaner-burning rigs.

We sympathize with trucking firms that told our editorial board they are being hit by not just one regulation but a series of regulations in a slumping economy when keeping trucks on the road and employees on payroll is tough enough. That's why we are also recommending that the CARB provide incentives for companies to voluntarily meet the U.S. Environmental Protection Agency's "SmartWay" proposal that offers aerodynamic "skirts" and wider tires to increase fuel efficiency.

While the CARB has scheduled this voluntary EPA program to become a second mandatory rule in California, it can help trucking firms ease into cleaner trucks by spreading out the mandatory burden. Many larger firms will make trailer improvements anyway, because it will save them fuel costs. Others will surely follow suit.

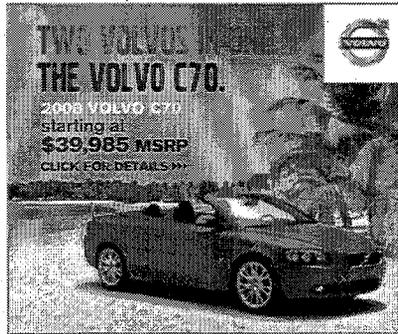
However, we don't believe the CARB should roll back its main proposal to cut down on diesel exhaust, a rule that will affect 400,000 trucks registered in California and about 500,000 registered elsewhere but using California roads. This is simply way too important.

For years, regulators have been criticized for picking on gasoline-powered cars while ignoring diesel-powered vehicles, even though the science says pollution from diesel exhaust - tiny particulates that can lodge deep in the lungs and cause lung cancer - causes premature deaths and reduces lung capacity in children. CARB estimates the cleaner trucks will save 9,400 lives between 2010 and 2025, including those of truckers themselves, who have a higher rate of lung cancer than the average population.

Further delays in reaching EPA-specified clean air levels could jeopardize the state's share of federal highway funds - something the near-bankrupt state of California can't afford to let happen.

The best approach is one of steady clean-air reform with grants and loans available for companies to buy new clean-diesel or compressed natural gas-burning trucks. Since the CARB workshopped this rule for more than 18 months and delayed it once already in order to incorporate industry suggestions, further delays would be irresponsible to the lives and the lungs of all Californians.

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The Mercury News

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California proposes rules limiting pollution from nearly all diesel trucks

By Paul Rogers
Mercury News

Posted: 12/10/2008 06:56:32 PMPST

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The black soot that big-rig trucks belch from their chugging diesel engines may soon become a thing of the past.

In one of the more far-reaching smog regulations that California has ever proposed, state air regulators are considering a first-in-the-nation plan that would require nearly every privately owned heavy diesel truck in the state to install a filter that would reduce emissions of soot from their rigs by 85 percent.

The new regulation would affect 1 million truckers; half of them registered out of state who regularly drive on California freeways. If approved by the California Air Resources Board at its meeting Friday, it would take effect in 2010, with nearly all trucks required to be retrofitted by 2014.

The filters — stainless steel and three feet long — attach to exhaust pipes and cost \$15,000 to \$20,000 per truck. Those who back the proposal point to massive public health benefits. Opponents

call the costs prohibitive, especially during a time of economic crisis.

Supporters note that medical research over the past decade shows that microscopic diesel particles are among the most harmful type of air pollution. Not only can they lodge deep in the lungs during regular exposure, but also they can penetrate the walls of blood vessels, causing inflammation that can lead to strokes and heart attacks.

"This is a very big deal. Particulate matter from diesel engines is one of the most toxic substances that we have found," said Dr. Thomas Dailey, chief of pulmonary medicine at Kaiser Permanente Medical Center in Santa Clara.

Diesel soot contains more than 40 cancer-causing chemicals, including formaldehyde and benzene. The elderly and children are considered most at risk, particularly in urban areas.

"Nearly 50 percent of Californians live within one mile of a freeway. And there is a higher concentration of pollutants there," Dailey said.

The crackdown is supported by the American Lung Association of California, the Sierra Club, the California Medical Association and the American Academy of Pediatrics.

Truckers object

But critics, led by the California Trucking Association, the California Chamber of Commerce and roughly 100 other business groups, say the proposed rule would deal a crippling blow to the state's truckers at a time when the economy already is in recession.

"I am 100 percent on board with the need to clean up the air," said Robert Ramorino, president of

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Roadstar Trucking in Hayward. "The concern is the ability for trucking fleets in California to make these changes financially in such a short period of time."

Ramorino's father started the company in 1959, and now it employs 60 people. About 30 of the firm's trucks deliver everything from food to Safeway supermarkets to footwear for Payless shoe stores and vitamins to GNC nutrition centers.

The filter rule is tough enough, Ramorino said, but he is also gravely concerned about a second phase of the proposed rule. It requires all trucks in California to meet super-clean emissions standards on 2010 engines under a staggered schedule that begins in 2012 and ends in 2022, with the oldest trucks facing the rules first.

Even trucks that installed the soot filters a few years earlier would be required to comply, which means they would need new engines, or would have to be replaced by new trucks, each of which costs at least \$100,000.

"If this passes," Ramorino said, "over the next five years I'll have to make payments on 30 new vehicles. That's \$900,000 a year in payments, which is unfathomable."

The air resources board estimates the rule would cost \$5.5 billion but would save at least \$48 billion in reduced health care costs and increased productivity.

In human health terms, the board, whose 11 members are appointed by the governor, estimates that from 2010 to 2025 the regulations would prevent 9,400 premature deaths, 150,000 asthma cases and 950,000 lost workdays.

Starting about a decade ago when new studies began coming out of the Harvard School of Public

Health and other universities showing diesel's medical toll, the state air board has been steadily reducing emissions. It has passed rules cutting sulfur in diesel fuel by 97 percent. It has replaced hundreds of old school buses. And in June 2007, the board required at least 165,000 bulldozers, backhoes, cranes and other types of construction equipment that have been in operation for years to have their engines retrofitted or replaced entirely by 2020.

Big-rig trucks, however, are the largest remaining source of diesel emissions.

"There's still some ratcheting to be done on locomotives and ship engines and jet engines," said Mary Nichols, chairman of the air board. "But as diesel rules go, this is the biggie. It requires the whole diesel truck fleet to turn over in about 10 years."

Nichols noted that California will provide \$1 billion in low-interest loans and grants to help truckers comply with the rule. One major source of funding is from Proposition 1B, a transportation bond approved by California voters in 2006.

Engines' long life span

The basic issue, Nichols said, is that people replace cars about every seven years with less-polluting models so the air continues to get cleaner. But diesel engines can last up to 1 million miles and, unless their turnover is accelerated, can be around for decades.

If the rule is approved, as expected, Nichols predicted that other states will copy it.

School buses also would be required to get filters but not replace their engines under the rule. Private motor homes, military vehicles and emergency

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vehicles would be exempt.

The trucking industry is hoping to have an extra six years to comply.

"A lot of people might say you truckers are self serving, and crying wolf. But we're talking about people's jobs and truckers going out of business," Ramorino said.

"And I think this will increase the costs to the consumer on everything from flat-screen televisions to a \$10 pair of sandals at the shoe store."

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Do some truckers face the end of the road?

Once hit by high fuel prices, California companies now struggle with proposed pollution rules.

Wednesday, Dec. 10, 2008

By Bethany Clough / The Fresno Bee

This is a bad year for trucking companies. First, it was fuel prices. Next, the economy collapsed.

Now, state regulations threaten to make matters even worse, requiring them to add costly smog controls or buy new rigs. Quite a few say they can afford neither.

State regulators plan to vote on new diesel truck emissions rules Friday.

The California Air Resources Board's proposed rules, which have been under development since 2000, are aimed at cutting toxins that cause cancer, heart disease and asthma and account for 4,500 premature deaths per year, according to supporters.

If adopted, the rules would require that, starting in 2011, older heavy-duty trucks have filters that capture 85% of particulate matter, according to the air board.

Beginning in 2013, truck owners would have to begin replacing older trucks with 2010 or newer models or purchase engines that meet the stricter standards.

All trucks subject to the regulation on California roads would be required to have the cleaner-burning engines by 2023.

The law applies to most trucks being driven through California, with some exemptions for farm and other vehicles.

The air board estimates the changes will cost the industry about \$5.5 billion over 12 years in California.

With more than 50 trucks in his fleet, Fresno-based Quali-Truck Service Inc. owner Dale Mendoza estimated his bill for upgrading or buying new ones will be at least \$700,000 over the 12 years.

And times are tough.

While diesel prices have dropped, past months of pricey fuel and the recession have pummeled the industry, truckers say.

"We haven't made a dime since September of last year," Mendoza said.

The emission filters cost between \$12,000 and \$15,000 each, while a new truck with a cleaner-burning engine costs more than \$100,000.

The new rule "increases everybody's debt load so much, it's really difficult to do," said Jim Ganduglia, owner of Ganduglia Trucking, a Fresno freight hauler.

Mendoza said it's hard to imagine how to pay for it.

One of the biggest glass carriers in the state, the company normally hauls 1,200 loads of glass a month. Lately, it's been shipping less than 300, he said.

Fresno-based steel distributor Valley Iron Inc. has 18 trucks, and President Noel Briscoe said it makes more sense to buy new trucks than to spend thousands of dollars upgrading older trucks with little value. He said he anticipates the changes, if passed, will cost his company up to a couple of million dollars.

If the regulations pass, he said some companies could shut down.

"If you're not financially strong, it's going to push people out of business," he said.

And Ganduglia said passing along the cost of the changes to the customer wouldn't work, as it could push up the cost of California products so high no one would buy them.

"If that happens, then it's goodbye to California," he said. "This is not just an air quality issue, it's a world-market competitiveness issue."

But health advocates say the benefits of the rule far outweigh the cost. The move will save \$48 billion to \$68 billion in health-care costs statewide, in addition to thousands of lives, according to the air board.

The air resources board says diesel-truck pollution is responsible for a litany of problems, including 620 hospital admissions for heart disease, 71,000 cases of asthma and other lower respiratory problems. They blame 450,000 lost workdays on air-related illnesses.

The American Lung Association of California supports the rule, said senior policy director Bonnie Holmes-Gen.

"Truck and bus pollution is a huge public health threat," she said. "This regulation is a very, very small cost in order to produce billions of dollars in public health benefits."

Air resources board spokeswoman Karen Caesar said some companies, particularly larger ones, are ahead of the game in complying with the rule.

The diesel regulations have been in the works since the air resources board adopted a diesel-risk reduction plan in 2000.

"There are no surprises here," Holmes-Gen said.

The state has several programs to help truckers pay for the changes. The assistance amounts to more than \$1.5 billion in grants and loans, but trucking company executives say it's not enough -- and some doubt they will ever see a penny.

California Trucking Association President Bob Ramorino said trucking companies will probably need to get commercial loans to comply. And right now -- they say they need to start ordering trucks now to spread out the cost -- the country's financial problems are making it difficult to get loans, he said.

"For the first time in 20 years, I'm having trouble renewing my lines of credit," he said.

A coalition of truckers and community leaders called Driving Toward a Cleaner California advocates a plan that would push some deadlines back a few years.

Ganduglia said the alternative proposal would make it easier for companies to spread out the cost.

Caesar said the air resources board has studied the plan and determined it does not reduce pollution enough to meet deadlines required by the U.S. Environmental Protection Agency.

Not meeting that deadline could lose the region billions of dollars of federal highway funding, she said.

New rules already have been placed on garbage trucks, numerous types of boats and trucks that service the state's ports, Caesar said.

"This last big piece of this diesel emissions puzzle are these heavy-duty diesel trucks," she said.

The Mercury News

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Diesel truck rule debated before key vote Friday

By Denis Cuff
Contra Costa Times

Posted: 12/09/2008 07:01:51 PMPST
California's air pollution board Friday will consider adopting strict new rules requiring cleaner diesel trucks to reduce the risk of health ailments linked to soot particles.

Truckers and public health advocates call the diesel truck rule a milestone in California's campaign for clean air, but they sharply disagree whether it requires reductions too soon.

To meet a series of proposed deadlines that vary by truck model, truckers would have to retrofit older diesel vehicles with pollution filters starting in 2010, and eventually replace the 1 million trucks operating in California with cleaner models by 2020.

Truckers said the estimated compliance cost of \$5.5 billion would cause massive disruption in their recession-plagued industry and lead to higher consumer prices for goods ranging from tennis shoes to canned foods.

"This rule is a watershed turning point in the way California commerce will be conducted," said Bob Ramarino, head of a Hayward trucking company and president of the California Trucking Association. "We agree we need to clean up our trucks, but this is too much of a burden too soon."

Environmental and public health groups say the California Air Resource Board should adopt the rule. The regulation will protect the public from microscopic soot particles that can lodge deep into

the lungs, triggering asthma, bronchitis, strokes and heart disease.

"Together, these pollutants are taking a serious toll on California's public health, especially on the most vulnerable, children, whose lungs are still developing, and the elderly, whose immune systems are frail," a coalition of leaders from 17 health advocacy groups wrote in a letter to the air board released Tuesday. The groups include the American Lung Association of California, the California Medical Association and the American Academy of Pediatrics.

The risks from diesel soot are not limited to those who drive trucks or live next to freeways, the coalition said. "Most of us live, work or go to school by a highway, transportation hub, or major road; indeed, 50 percent of all Californians live within 1 mile of a freeway," the groups said.

The California Air Resources Board estimates that over the next 15 years the rule will prevent 9,400 premature deaths, result in 150,000 fewer asthma cases and save up to \$68 billion in public health care costs.

A new national study found that trucking company employees most frequently exposed to diesel exhaust have a much higher cancer and death rate than other workers in the trucking industry.

The study by researchers at Harvard University and UC Berkeley looked at records of 31,135 workers and concluded that short-distance truckers and dock workers — who often worked near running truck engines — have higher cancer and death rates.

"We've known for more than a decade that exhaust from diesel trucks is dangerous," said Mary Nichols, air board chairwoman. "The more we study these emissions, the more dangerous it appears."

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The trucking industry asserts the study overblows the danger because the longtime workers toiled near diesel trucks made between the 1960s and 1980s, when trucks burned much dirtier.

Installing particulate filters, an earlier requirement of the proposed rule, can cost between \$10,000 and \$20,000 per vehicle, the air board and industry officials estimate. Buying new trucks to meet the 2020 deadline can cost \$120,000 or more per vehicle.

To ease the burden on truckers, the Air Resources Board plans to offer up to \$1 billion in grants and low-interest loans to truckers to clean up old vehicles and buy new ones.

But that leaves the other \$4.5 billion of the compliance costs to fall on the shoulders of truckers, many of whom are struggling to get credit in a recession that has hurt them because of flagging business, according to the trucking association.

Ramarino said he is not sure how his family-owned company can secure enough credit to replace its 30 trucks by 2020. "This is a much different business climate than it was just in September," he said.

In the Bay Area, the local air pollution district says the state diesel truck rule will boost the region's chances of meeting a federal health standard for fine-particle pollution. Diesel soot — as well as fireplace smoke on chilly nights — contributes to unhealthy air, officials said.

Reach Denis Cuff at 925-943-8267 or dcuff@bayareanewsgroup.com .

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Diesel truckers at cancer risk from exhaust

Jane Kay, Chronicle Environment Writer
Tuesday, December 9, 2008



(12-08) 20:55 PST -- Trucking company workers who have been regularly exposed to diesel exhaust from vehicles on highways, city streets and loading docks have a higher risk of lung cancer than other workers, according to a new national study.

The study, based on 31,135 worker records, found that drivers who do short-haul pickups and deliveries, including loading and unloading containers at ports and working at freight-delivery companies, had the highest rate of deaths and disease.

Dockworkers were also at a higher risk, according to the report by researchers at UC Berkeley and Harvard.

California's Air Resources Board will consider the study's findings when it meets Friday to vote on a landmark regulation to reduce risk to the general public from 1 million diesel trucks in the state.

If the rule is adopted, California would be the first state in the nation to require a retrofit or replacement of every privately owned older, heavy-duty diesel truck on the road - even vehicles registered in other states and nations. The phaseout would begin in 2010.

"This study confirms that truck drivers exposed to diesel have higher lung cancer rates," said Dr. John Balmes, a member of the state air board and a professor at UCSF and UC Berkeley's School of Public Health.

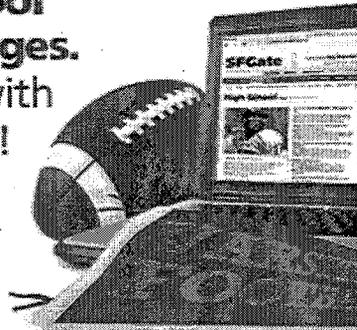
Long-haul drivers were at lower risk. The study's authors believe these drivers are protected because they shut their windows. In contrast, short-haul drivers who often leave their windows open are exposed to the exhaust. The study noted that fresh, newly released particles have a greater potential to cause mutations of DNA.

In the last decade, scientists have linked diesel exhaust to higher rates of lung cancer in workers in construction, trucking and railroads who inhale the toxic stew of about 400 chemicals, including benzene, formaldehyde, arsenic, cyanide and lead.

8 jobs compared

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This new study compared eight jobs within the trucking industry, including clerks, and found a higher rate of lung cancer among these certain categories. A 2007 study by the same authors compared all jobs within the trucking industry to the general population, and also found higher lung cancer rates in the industry, Balmes said.

The research from Harvard University Medical School and UC Berkeley School of Public Health was published in the journal *Environmental Health Perspectives* in October.

The study analyzes workers' exposure histories up to the year 2000 and health outcomes between 1985 and 2000. There were 4,306 deaths and 779 cases of lung cancer, including 734 deaths where lung cancer was the underlying cause.

Workers in the study averaged 22 years on the job and were predominantly Caucasian and lived in the South or Midwest.

Most of them worked at four large companies, which weren't named in the study. They were hired after long-haul trucks changed from gas to diesel during the 1950s and '60s but before or during the transition of pickup and delivery trucks from gasoline to diesel during the 1970s and '80s. Diesel forklifts were also used by dockworkers on some loading docks during the 1980s.

The state, which listed diesel exhaust as a known carcinogen in 1990, considers more than 40 chemicals in the exhaust to be toxic air contaminants, a designation that warrants the toughest regulation.

The fine particles in the exhaust enter lung tissue, where they can accumulate in the lungs and lymph nodes. High concentrations can cause respiratory diseases, and people with asthma, heart disease and emphysema can worsen if exposed to the exhaust. Long-term exposure leads to chronic obstructive lung disease as well as lung cancer.

California gradually has tightened restrictions on fleets of diesel buses, off-road equipment, boats and some trucks. There is no worker standard for diesel exhaust.

"This is the biggest regulation in cleaning up the state's diesel emissions," said air board spokesman Leo Kay.

Deadline for standard

The state is trying to meet a 2006 federal standard for fine particles in metropolitan Los Angeles and San Joaquin Valley. Otherwise, it could lose billions of dollars in highway funding, he said.

In June, the state released a study that found that the fine particles in West Oakland neighborhoods were coming primarily from diesel trucks on nearby freeways.

Diesel engines spew out particles that are 100 times more sooty than gasoline engines for the same load and engine conditions, and about one-quarter of all hazardous particulate air pollution from

fuel combustion comes from diesel engines, according to the UCLA Labor Occupational Safety and Health Program.

Bob Ramorino, president of family-owned Roadstar Trucking Inc. in Hayward, said the trucking industry supports the need to clean up emissions in California. But it has asked the air board for exemptions as a way to deal with the cost.

Retrofitting is expensive

Ramorino, who is also president of the California Trucking Association, said he owns 30 large diesel cabs and 60 trailers and employs 60 workers. Retrofitting costs about \$20,000 per truck, and a new vehicle runs about \$100,000.

He also questioned the study, saying it includes exposures from the 1960s through the 1980s. "Trucks manufactured after 1994 are much cleaner than the earlier trucks," Ramorino said.

San Francisco resident Tom Howard, whose family has lived on North Point Street for 100 years, said he hopes the state passes a stricter diesel truck rule.

"We get diesel trucks from Fisherman's Wharf picking up and delivering fish and crab, and truck traffic on Jefferson Street delivering to the In-N-Out Burger, plus diesel trucks going to two Safeway stores," Howard said. "We've got tons of diesel trucks here."

Toxic fumes

To read the study, "Lung Cancer and Vehicle Exhaust in Trucking Industry Workers," go to links.sfgate.com/ZFPU.

E-mail Jane Kay at jkay@sfchronicle.com.

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Tuesday, Dec. 09, 2008

Our View: Cleaning air worth cost California air board should adopt new rules governing diesel engines.

The state air board will meet this week to consider tough new rules governing diesel engines and the emissions they cause. We urge the board to adopt the rules for the sake of cleaner skies and a healthier California.

The new rules are on the agenda of the California Air Resources Board for its meetings Thursday and Friday.

They are opposed by the trucking industry, among others, as too burdensome in this time of economic crisis. And we acknowledge that the cost will be high. But the cost of the status quo is even higher.

Diesel emissions are the single-most damaging form of pollution in California's air. Trucks and buses are responsible for 40 percent of the harmful particulate matter and 50 percent of the nitrogen oxides -- the main component of smog -- in the state.

Particulate matter is very pernicious, especially in the Valley, where pollution is exacerbated by the combination of geography and climate. The tiny particles can penetrate deeply into human lungs and other organs. There they can cause or aggravate a whole array of cardiovascular and respiratory ailments, including asthma.

Worse, the children exposed to diesel emissions are at special risk. Particulate exposure can retard lung development in the very young, and has been linked to damage suffered by fetuses and other serious health and reproductive problems.

Those emissions are directly responsible for several thousand deaths each year, and cost billions in added health expenses. A telling figure: Truck drivers themselves are almost twice as likely to develop lung cancer as people not so closely exposed to diesel exhaust.

Schoolchildren are exposed to high levels of diesel pollution on their school buses. And 50 percent of all Californians live within one mile of a freeway. Very few of us escape the damages from diesel pollution.

CARB is considering two rules. One would require more efficient diesel engines, better aerodynamic designs of vehicles and fuel-efficient tires. The second rule would require particulate filters and other emissions controls on trucks and buses.

The cost is steep -- CARB estimates it at \$5.5 billion over the next 15 years; the trucking industry and others set the figure much higher.

And the timetable is tight. Diesel particulate filters would be required by 2014. The new efficiency rules would apply to 2011 models; older trucks and buses would need upgrades by 2012-13.

But we have little choice, and over the same 15 years, the savings in lives, health costs and reduced diesel fuel consumption could amount to nearly \$50 billion, in CARB's estimate.

It won't be easy for truckers to cover the costs of the upgrades, just as it wasn't easy for Valley farmers to comply with new air regulations that began several years ago.

The state is committed to easing the truckers' burden with financial help, just as it did with farmers. In fact, the eminently successful Carl Moyer program is a good model for such aid.

Under the Moyer program, farmers are given help by the state to replace or retrofit older stationary diesel engines used to power irrigation pumps in the fields. The program has helped remove tons of emissions from thousands of older engines.

Such public help is appropriate, because all of us will benefit from cleaner, healthier air. We should all help pay for the cost of those benefits.

None of this will be easy, especially given the fragile condition of both the state budget and the economy. It may take longer than planned to see the benefits of these new rules. But they are badly needed, and we hope CARB will adopt them this week.



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Trucking Headlines

Calif. truckers: Adjust emissions rules

By eTrucker Staff

California trucking operators are trying to convince the state's environment bureaucracy that upcoming emissions regulations should be postponed or modified because of the compliance cost in a shaky economy.

Driving Toward a Cleaner California, a coalition of trucking interests, is asking the state's Air Resources Board to take into account the economy and adopt rules that clean the air without hurting the trucking industry. CARB is scheduled to vote Dec. 11 on a program to require trucks to be retrofitted with emissions equipment or replaced over several years to reduce air pollution from diesel engines.

Karen Caesar, CARB information officer, admitted the proposed regulations won't be popular but said the board needs to pass them to follow federal requirements on air quality. She added that delaying the decision until the economy improves "is not an option."

"This rule is coming with a pretty significant price tag at a time when the economy is not doing so well," said Julie Sauls, vice president of external affairs for the California Trucking Association. "CARB has estimated the financial impact to be about \$5.5 billion, which we feel is on the low end."

She complained that CARB's proposal is "one size fits all, and that's not how the industry works. Not everyone in the industry is utilizing brand-new trucks."

In addition, she said the agency's grant and loan assistance program to buy new vehicles is constructed in a way that "very few can take advantage of it." For example, she said California-based trucking companies that cross state lines would be disqualified from obtaining financial assistance.

Plus, if a company does qualify for grant assistance, it would have to come up with matching funds. "In the current credit market, lending institutions aren't in the position to lend this kind of capital," she said.

CARB has set aside an estimated \$1 billion in grants, with an emphasis on companies with three or fewer trucks, Sauls said.

"For the industry, it's going to be a significant hit," Sauls said. "It's going to be extremely costly, and it may very well drive businesses out of California or force businesses to close."

The group's alternative proposal would:

- Allow for more flexible mileage exemptions for older model year vehicles meeting certain mileage thresholds. These vehicles would use an alternative compliance schedule while still realizing emission reductions.
- Encourage early incentive provisions for the purchase and use of new clean technology.
- Require CARB to factor in the cumulative effect of multiple regulations, to permit compliance on a schedule that considers the financial impacts of all rules rather than the schedule required by each rule.

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BUSINESS 

Regulators voting on tough trucking laws

Monday, December 08, 2008 | 6:32 PM

 By Cecilia Vega

HAYWARD, CA (KGO) -- California's air quality regulators will decide this week whether to impose the nation's toughest rules on diesel trucks and buses.

And, while the goal is to cut back on toxic emissions, in today's economy that idea has truckers worried.

The black diesel soot often seen on the state's roadways could soon vanish into thin air if state regulators vote this week to impose strict new guidelines on the one million heavy-duty diesel-burning trucks on California's roads.

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The rules would require truckers to either gradually replace the rigs, or install costly emission-catching traps by 2010.

Environmentalists are cheering. Truck owners are not.

"The price tag for our fleet to comply with this new ARB regulation is going to be \$3 million," said

Bob Ramorino runs a Hayward trucking company and is President of the California Trucking Association. He says trucking company owners could be forced out of business.

Out-of-state trucks that deliver goods to California would also have to comply, so would school buses and even blood bank bloodmobiles.

Air Board spokesman Leo Kay says regulators are sympathetic to the trucking industry's financial challenges.

"Nobody's going to have to spend a dime until 2010. And, if we're still in dire economic straights at that time, we reserve the right to reassess the situation," he said.

Backers say the change could cut emissions that contribute to California's smoggy skies by 23 percent, by 2020.

Dr. John Balmes is a cardiologist at San Francisco General Hospital and an Air Resources Board member. He released the results Monday of the latest study to show alarming mortality and cancer rates among people who work around diesel engines.

"Those particles lodge into the deep lung and can irritate the airways," he said.

Truck owners are eligible for about \$1 billion in grant funding from the state to pay for all the upgrades. But, that amount only covers about one-in-five trucks that are currently on the road in California.

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State air monitors gunning for diesel

Soot-control plan worrying truckers

By **Michael Gardner**
U-T SACRAMENTO BUREAU

December 8, 2008

SACRAMENTO – California's air-quality regulators once again find their pursuit of aggressive public health safeguards in conflict with the economy.

This time, the state Air Resources Board is closing in on diesel soot emissions from nearly 1 million trucks.

“Ultimately, we have no choice but to proceed to control this source,” said Mary Nichols, the air board's chairwoman. “They are a huge source of emissions that up until now have been essentially uncontrolled.”

The proposed regulations – considered to be the nation's most restrictive – would require many truckers to either gradually replace their rigs or install anti-pollution devices starting in 2010, depending on the model year and fleet size. By 2023, most diesel rigs “would have the cleanest engines available,” according to an air board report.

Moreover, during its two-day meeting Thursday and Friday in Sacramento, the air board also is expected to adopt rules to squeeze better fuel efficiency out of long-haul big rigs.

That proposal is part the state's ongoing quest to reduce reliance on fossil fuels contributing to greenhouse gas emissions linked to global warming. To move in that direction, regulators want truck cabs and trailers, depending on size and age, to be outfitted with smoother rolling tires and better aerodynamic equipment to cut wind resistance, for example.

The rules also would apply to out-of-state trucks that deliver goods to California. Most shuttle buses, such as those at airports, also must comply. In all, 900,000 trucks and 170,000 businesses could be affected.

“Any way we look at this, it's going to be a watershed change,” said Bob Ramorino, president of the California Trucking Association. “It's going to increase the complexity and cost of moving goods.”

Critics say the new pollution standards could cost some operators their rigs and act as a drag on retail and construction. The air board's analysis reports that compliance will cost fleet owners \$5.5 billion through 2020.

“If this activity happens, I'll be forced to quit,” said Tom Williamson, who makes his living with one 12-year-old truck, mostly hauling construction debris and materials in San Diego County.

The industry has also warned that the cost will be passed along to customers, adding to the price of food and other commodities.

Regulators, though, describe any potential increases as negligible. If the air board adopts the regulations, no further approval is required.

Public health advocates are lobbying for the air board to stick to its timetable, arguing that the public is paying a high price for diesel pollution through premature deaths and escalated rates of respiratory illnesses such as asthma, bronchitis and emphysema.

The health impacts are staggering, according to regulators. They estimate that over the next 15 years the new rules would

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prevent 9,400 premature deaths, result in 150,000 fewer asthma cases, save 950,000 work days lost because of illness, and reduce public health costs by as much as \$68 billion.

"These regulations are critical to public health," said Bonnie Holmes-Gen, who tracks the issue for the American Lung Association of California.

Without action, the state will fail to meet federal air-quality standard deadlines, risking millions of dollars in federal highway funding, Nichols said.

The air board estimates that, by 2020, the regulations would cut particulate matter in the soot emitted by diesel engines by 5.2 tons per day, a 43 percent decline. Emissions of oxides of nitrogen, a primary contributor to smog, would be cut by 79 tons per day, a 23 percent reduction by 2020.

Truckers say they want to do their part, but worry about the financial costs.

"We are breathing the same air. We want it cleaned up, too," said Jennifer Secord, owner of Pacific Coast Truck and Warehouse in San Diego.

But the recession makes that goal even more challenging, particularly for contract truckers, she said. Equipment to clean the soot, such as particulate filters, could cost \$40,000 for a truck worth \$10,000. At the same time, the number of runs has dropped off precipitously.

"It's going to be tough. I don't know how it's going to happen," Secord said. "They're doing half the trips they were doing at this time last year."

Industry representatives say the tight credit market makes it virtually impossible to buy new trucks or equipment.

The vehicle resale market has largely dried up, said Williamson, president of the California Dump Truck Owners Association, which has about 100 members in San Diego County.

"At the end of 2012, my truck will have to be pulled off the road," Williamson said. "There will be no market to sell my truck in California – possibly in other states or countries. But they would only want it at a bargain price."

Used trucks that drew bids of up to \$40,000 a year ago now bring in less than \$8,000, according to Robert Tennes, a salesman at Western Truck Center in West Sacramento.

"These trucks are going out of state for 10 cents on the dollar . . . Even if they wanted to sell a truck today, they are really not in a position where they can afford to," Tennes said.

State regulators have put together a \$1 billion package of grants and loans to help the industry comply over the coming years, Nichols said. The state plans to tap several different existing accounts, including bond money passed by voters and funding approved by lawmakers, to come up with the aid.

Truckers have prepared alternatives, including providing more time to comply and exemptions if proven clean technology is not readily available.

The industry also proposes a hand-me-down program that it says will help clean the air without economic hardship. First, the state would buy trucks required to have soot-cleaning equipment installed. Then, after being retrofitted, those trucks could be used to replace some of the oldest and dirtiest rigs that are exempt from the regulations because they are driven so few miles. Operators who sell their vehicles initially to the state could use the money to buy new trucks.

"We want to take the oldest vintage trucks and scrap them as quickly as we can. They pollute the most," said Ramorino, the trucking association president.

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Posted on Mon, Dec. 08, 2008

Commentary: Clean air is worth the price

The Fresno Bee |

last updated: December 08, 2008 11:47:26 AM

This editorial appeared in The Fresno Bee.

The state air board will meet this week to consider tough new rules governing diesel engines and the emissions they cause. We urge the board to adopt the rules for the sake of cleaner skies and a healthier California.

The new rules are on the agenda of the California Air Resources Board for its meetings Dec. 11 and 12. They are opposed by the trucking industry, among others, as too burdensome in this time of economic crisis. And we acknowledge that the cost will be high. But the cost of the status quo is even higher.

Diesel emissions are the single-most damaging form of pollution in California's air. Trucks and buses are responsible for 40% of the harmful particulate matter and 50% of the nitrogen oxides – the main component of smog – in the state.

Particulate matter is very pernicious, especially in the Valley, where pollution is exacerbated by the combination of geography and climate. The tiny particles can penetrate deeply into human lungs and other organs. There they can cause or aggravate a whole array of cardiovascular and respiratory ailments, including asthma.

To read the complete editorial, visit [The Fresno Bee](#).

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Editorial: Public health is air board priority

Published Monday, Dec. 08, 2008

No one disputes the need to reduce the pollution spewing from trucks in California.

Statewide regulators say diesel exhaust is responsible for an estimated 2,900 premature deaths a year, thousands of hospital visits and asthma attacks and millions of lost work days. Dirty air is also costly. It costs Californians \$3.5 billion a year in lost work days and to treat illnesses caused by diesel pollution. Premature deaths cost another \$16 billion yearly.

New rules set for a vote by the California Air Resources Board this week will require owners of trucks operating in California to either replace their diesel rigs with cleaner models beginning in 2010 or install traps to capture the lung-searing diesel soot that trucks waft into the air. Air board officials say the rules they've designed are essential for the state to meet federal clean air standards. Given the threat of federal sanctions and the health impacts of diesel, the board cannot afford to postpone this decision.

The state's trucking industry concedes the health impacts of diesel pollution but, given the collapsing economy, they have offered a less onerous alternative to the air board's proposal. It would achieve the same air pollution reductions as the air board's plan by 2021 but the requirements would be phased in over a longer period of time and the benefits would come more slowly.

The truckers argue that the recession has negated some of the assumptions built into the air board's regulation. Many companies are having a hard time selling their old, dirty trucks or finding financing to buy new trucks or retrofit their old ones. They also argue that, with the down economy, there are fewer trucks on the road, cutting pollution and making it easier for the state to meet federal clean air standards.

The trouble is, the air board's staff analyzed the truckers' alternative plan and found it would leave the South Coast and the San Joaquin Valley in violation of federal standards by as early as 2014. Compared with the air board's plan, the truckers' proposal would also expose Californians to higher levels of diesel particulate pollution, especially in the years from 2012 to 2018.

In formulating its rule, the air board has tried to be sensitive to the truck industry's concerns. It has softened its original regulation, cutting the trucking industry's cost of implementation by about \$1 billion. The state has also put together \$1 billion in funding to help small trucking companies clean up their fleets.

Even so, this regulation – years in the making – will be costly for the industry. The air board estimates that trucking firms and diesel bus operators, who also would be covered by the rule, will have to spend \$5.5 billion over 13 years to comply.

When it meets this week, the air board has no choice but to make public health its top priority. Adopting the industry alternative would mean more children suffering asthma attacks. There will be more heart attacks and more lung disease. More people will die prematurely. That is unacceptable.

At the same time, the board needs to consider the possibility of an extended recession in California, and how such a recession would affect air quality and the ability of small trucking companies to comply with its rules.

If the board finds that truck travel is likely to stay flat or even decline over the next five years, it should be receptive to giving small trucking companies some extra time to comply. But it should do so only if board members are confident the state could meet its deadlines under the Clean Air Act.

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Clean start due for diesel fleets

By Nidia Bautista

Posted: 12/08/2008 07:55:12 PM PST

Staggering numbers quantifying the economic toll of air pollution were released last week reminding us that Californians pay a hefty price tag for breathing dirty air. Every year, each person in the South Coast Air Basin pays \$1,250, and \$1,600 in the San Joaquin Valley, to breathe bad air, according to researchers from Cal State Fullerton. A \$28 billion combined price tag for poor air quality confirms that we not only pay for poor air with our lungs and lives, but we're pulling out our pocket books, too.

California has made tremendous progress toward improving air quality, but studies such as these sound the alarm bell warning us that we can no longer afford to hit the snooze button; we must wake up and take action to ensure future generations breathe cleaner air.

Unfortunately, actions often stall when the polluters claim that regulations are too costly. Well, now we've got 28 billion more reasons to not procrastinate. The health and economic costs - in medical costs, lost work and premature death - of air pollution are a drain on our economy, and if left unaddressed will continue to plague us for decades.

In California, few sources of pollution have a

greater impact on people than diesel trucks. If we are serious about cleaning up the air and reducing this \$28 billion price tag, we cannot ignore harmful exhaust from diesel trucks. Dirty diesel trucks and buses account for 40 percent of statewide smog-forming pollution and 32 percent of statewide particle pollution from diesel emissions.

Several studies have shown that particles from diesel pollution wreak havoc on our bodies, traveling through our lungs and into our bloodstream. Diesel particles are associated with premature death, cancer, asthma, stroke, cardiovascular disease and various respiratory ailments, according to the California Air Resources Board.

After identifying diesel pollution as a known carcinogen in 2000, California committed to reducing diesel pollution by 85 percent by 2020. Since then, the state has adopted dozens of regulations reducing pollution from several sources of diesel powered engines. Yet, diesel trucks and buses remain the largest source to be tackled.

On Friday, the ARB is voting on a critical rule that could accelerate air quality improvements across the state through new regulations for about a million diesel trucks crisscrossing our state roads and highways.

The ARB developed a proposed regulation that balances our needs to meet federal clean air commitments, protect public health and provide truckers with an adequate level of flexibility for

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compliance.

The regulation ensures trucks operating in California are equipped with life-saving particulate filters by 2014 and have the cleanest available engines by 2023. ARB has incorporated special provisions for lower use and specialty type vehicles.

Additionally, recognizing that a large percentage of trucks are owned by independent owner-operators, the state also provides small fleets (three or fewer trucks) with an extended compliance timeline.

The proposed regulation is expected to yield life-saving results with a 43 percent reduction in diesel particulates and a 23 percent reduction in nitrogen oxides (NOx), a key component of smog. It would prevent about 9,400 premature deaths, and would result in 150,000 fewer asthma-related cases and 950,000 fewer lost work days over a 10-year period.

While the regulation is tough, the compliance timeframe and flexibility are designed to make it a law that truckers can meet. An unprecedented amount of incentive funding, including more than \$1 billion from voter-approved Proposition 1B, and funds from the Carl Moyer Program and other sources are available.

With lives in the balance and billions of dollars being lost every year due to pollution, it is time for the trucking industry to come clean. Cleaning up dirty diesel trucks is an investment that will benefit our health, our environment and our bank

accounts.

Nidia Bautista is the community engagement director at the Coalition for Clean Air based in Los Angeles.

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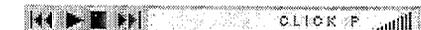


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Truckers fuming over proposed emission plan



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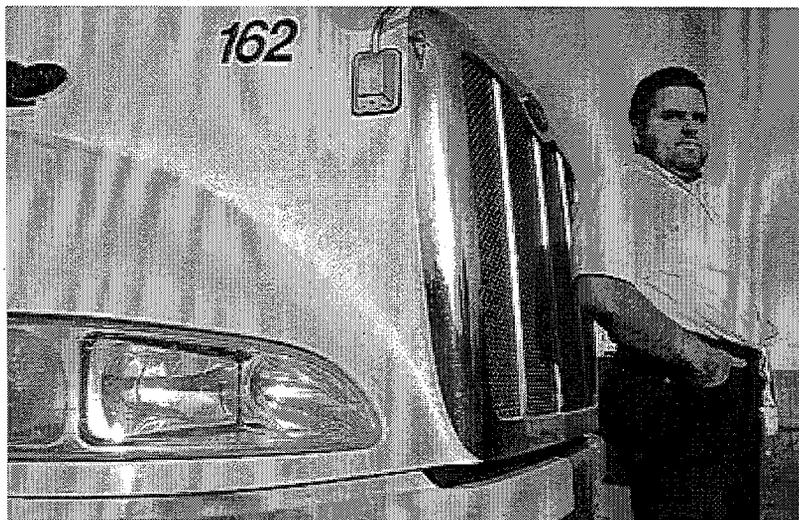
By DAVID DANIELSKI
The Press-Enterprise

California air pollution regulators this week will consider imposing on the state's truckers the toughest emissions-cutting rules in more than a decade.

The changes would force truckers to outfit diesel engines with equipment that traps 90 percent of toxic soot before it escapes the exhaust pipe, significantly reducing a noxious form of air pollution called fine particles.

Truckers already hard hit by the recession are vigorously opposed. They say the costs could force many of them out of business.

Story continues below



Steven Lewis / Special to The Press-Enterprise

Daniel Del Muro, of PDM Transportation Inc. in Fontana, said the rules don't make business sense because some truckers would have to buy pollution controls that won't meet future requirements.

Much is at stake on both sides.

Cutting diesel emissions would save thousands of lives and tens of billions of dollars in health-related costs and help California meet federal clean-air deadlines, according to the California Air Resources Board.

"Trucks are the last source of unregulated diesel pollution," said Karen Caesar, an air board spokeswoman. "This is the last, biggest, remaining piece of the puzzle."

Truckers said they plan to show up in force Thursday and Friday when the air board considers the rules changes during hearings in Sacramento.

"This rule is the suicide bullet from the gun in front of your forehead, and bear in mind I am a person who believes in breathing clean air," said Daniel Del Muro, co-owner of PDM Transportation, a 24-truck hauling company in Fontana. He noted that he was working with 24 owner-operators to help him move his loads a year ago, compared with 12 drivers now.

Truckers say their cost -- at least \$10,000 per vehicle -- places an unfair burden on an industry that everyone depends on for goods that stock store shelves. The trucking business already is getting hit by an economic recession that has no end in sight, they say.

The rules, which would be phased in between 2011 and 2023, would result in the greatest air pollution reductions since the 1990s, when cleaner fuels were required in all vehicles, said Erik White, who is overseeing development of the diesel rules.

Diesel soot is a cancer-causing substance that contributes to fine-particle pollution; trucks are responsible for about 90 percent of such pollution from on-road sources. Trucks also are Southern California's largest source of nitrogen oxides, which react in the atmosphere to form both lung-irritating ozone and fine particles, said Henry Hogo, deputy executive officer for technology and science at the South Coast Air Quality Management District.

Fine-particle pollution has been linked to heart attacks in adults and stunted lung development in children. Both types of pollution have been linked to early deaths.

'WE DESERVE CLEAN AIR'

Northwest Riverside County has some of the worst fine-particle pollution in the nation.

The Air Resources Board staff estimates the new rules would save about 9,400 lives in California between 2010 and 2025 and at least \$48 billion in illness-related costs.

In the rules' first phase, starting in 2011, trucks built before 1994 would have to be equipped with particle traps. Starting in 2013, many trucks would have to be retrofitted with pollution controls that also reduce nitrogen oxide emissions, using technologies still being developed.

Del Muro, the PDM Transportation co-owner, said the rules don't make business sense, because some truckers would be investing in pollution controls that won't meet future state regulations.

For example, 2003 and 2004 models must have particle traps by 2012. But just four years later, the same trucks would need new controls that also reduce nitrogen oxide emissions, he said.

Julie Sauls, a lobbyist for the California Trucking Association, said the rules also would hurt truckers by substantially reducing the value of used trucks, making it more difficult to raise cash to buy new trucks that pollute less. A diesel truck can be road-worthy for decades.

The association supports a less aggressive compliance schedule that, by 2020, would achieve the same pollution reductions, she said.

But Caesar, of the air board, said the proposed changes are needed to meet a 2015 federal deadline to cut fine-particle pollution to acceptable levels in Southern California, among other federal deadlines. Failing to meet clean-air deadlines can jeopardize federal highway funding, she said.

"And we would lose in terms of clean air," she said. "We deserve clean air. We have the worst air in the country."

Rachel Lopez, of Mira Loma, fought diesel pollution from the railroad and warehousing industries in her community in northwest Riverside County for more than a decade. While she supports the pollution reductions, she said independent truckers need the state's help to pay for the equipment.

'GETTING A RAW DEAL'

"The independent truckers are getting a raw deal on this thing," said Lopez, an activist with the Glen Avon-based Center for Community Action and Environmental Justice. "This is their bread and butter. There should be some kind of easier funding for them."

Riverside Mayor Ron Loveridge, a state air board member, also is concerned about the truckers' livelihood, though he said he is undecided about how he will vote on the rules.

"I have met with truckers in my office, and their pain is real," he said.

"We have the highest unemployment in the nation."

Loveridge said he wouldn't be surprised if the air board delays the rules because of the economic woes.

Mira Loma resident Charlie Lanathoua said tough diesel controls are needed despite the cost to the trucking industry. His neighborhood north of Highway 60 is surrounded by heavy truck traffic servicing the dozens of warehouse complexes that have replaced farms in the past 15 years.

Bad air has a cost, too, Lanathoua said, referring to a Cal State Fullerton study released last month that estimated air pollution costs the Inland area about \$6.3 billion a year in health care, deaths and lost work time, among other effects.

Caesar said the diesel rules would cost the trucking industry an estimated \$5.5 billion between 2010 and 2022.

The state already has three programs that could provide grants or loans to truckers, she said.

One provides \$140 million a year in grants that regional air districts allocate to businesses for pollution reductions exceeding minimum requirements. Funds available through Prop. 1B, a traffic reduction and port security initiative approved by voters in 2006, included \$1 billion for air quality improvement related to goods movement.

Also, the state made \$50 million in loans available this year for truck owners.

Caesar acknowledged the programs won't cover all truckers' costs but said the state will look for ways to make more funds available.

She pointed out that the first pollution controls won't be required until 2011, and the economy may be better by then.

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Truckers, regulators disagree on proposed diesel rules

Andrew Edwards, Staff Writer

Created: 12/07/2008 10:06:25 PM PST

California air-quality regulators could soon approve new rules intended to make trucking a cleaner business, but truckers say mandates to replace their fleets will be too expensive.

The California Air Resources Board is scheduled to hold its next hearings Thursday and Friday in Sacramento. The 10-member board is set to consider proposals that will require heavy-truck operators to start using diesel exhaust filters in 2010, and in 2012 to start using diesel engines manufactured no later than 2010.

Meeting the latter standard would require big-rig owners to replace engines in their existing vehicles or purchase replacement vehicles by 2023.

"It's going to make everything very costly," said Steven Snowball, who owns A.C. Byers in San Bernardino.

Snowball said it would now cost about \$130,000 to replace one of the 18 dump trucks in the A.C. Byers yard. That figure does not include the cost of the anti-pollution gear that regulators want to install on California's trucks.

Proponents say the proposed mandate is a necessity for public health.

The proposed regulations are designed to reduce both diesel and nitrogen oxide emissions. Dr. Ralph Di-Libero, former president of the Los Angeles County Medical Association, said cutting diesel pollution around the state's freeways needs to be a top priority for health policy.

DiLibero said half of Californians live within one mile of a freeway, and the routes linking the Ports of Los Angeles and Long Beach to San Bernardino are a zone of dirty air.

People living near truck routes can inhale diesel particles - nearly one-

twentieth the width of a human hair - that pose serious health risks, DiLibero said.

"They penetrate deep, deep into the lung and cause cancer and all sorts of stuff," DiLibero said.

A report for the board shows that the proposed regulation would affect 170,000 California businesses and would create a \$5.5 billion cost for California and out-of-state trucking businesses that would have to meet the regulation.

Board staffers report that more than \$1 billion in state money will be used to help truckers comply with the clean technology mandates if the board adopts the rule.

The state also estimates the regulation would

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reduce pollution enough to prevent about 9,400 premature deaths while also lessening the state's number of asthma cases and sick days used by workers with pollution-related illnesses. These anticipated health benefits are valued at an estimated \$48 billion to \$68 billion.

Truckers' advocacy groups are calling for their members to travel to Sacramento for the Thursday and Friday hearings to debate the new regulations. Under the moniker "Driving for a Cleaner California," industry members are asking for a less stringent approach.

A key provision of the industry-supported alternative would allow truck owners to use older engines than the state-proposed 2010 models if their rigs are not used as much as long-haul vehicles.

California Trucking Association spokeswoman Julie Sauls said the recession makes the industry less than enthusiastic when it comes to significant new costs.

"If you don't have customers to deliver for, your trucks aren't rolling, and you're not making revenue," she said.

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Steady reform for clean air

Posted: 12/07/2008 07:35:05 PM PST

CALIFORNIA - which leads the nation in green initiatives - will set a new standard Friday for the clean-up of diesel exhaust from big rig trucks.

It's a legacy that must continue, not only to help

36 million Californians breathe cleaner air with fewer soot particles, but to continue growing a green jobs industry that will help rebuild our economy.

Still, when the California Air Resources Board convenes to approve the new big rig pollution rule, it must ensure that the \$1 billion in funding promised by the governor and the voters of Proposition 1B will be available to help trucking companies pay for retrofits to old trucks and for brand new cleaner-burning rigs.

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We sympathize with trucking firms that told our editorial board they are being hit by not just one regulation but a series of regulations in a slumping economy when keeping trucks on the road and employees on payroll is tough enough. That's why we are also recommending that the CARB provide incentives for companies to voluntarily meet the U.S. Environmental Protection Agency's "SmartWay" proposal that offers aerodynamic "skirts" and wider tires to increase fuel efficiency.

Questions/Answers

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While the CARB has scheduled this voluntary EPA program to become a second, mandatory rule in California, it can help trucking firms ease into cleaner trucks by spreading out the mandatory burden. Many larger firms will go ahead and make trailer improvements anyway, because it will save them fuel costs.

Others will surely follow suit.

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However, we don't believe the CARB should roll back its main proposal to cut down on diesel exhaust, a rule that will affect 400,000 trucks registered in California and about 500,000 registered elsewhere but using California roads.

This is simply way too important.

For years, regulators have been criticized for picking on gasoline-powered cars while ignoring diesel-powered vehicles. Even though the science says pollution from diesel exhaust - tiny particulates that can lodge deep in the lungs and cause lung cancer - kills thousands of Californians every day. The rule will also require reductions in nitrogen oxides (NOx), an irritant itself and also a precursor to another deadly smog gas, ozone. CARB estimates the cleaner trucks will save 9,400 lives between 2010 and 2025, including those of truckers themselves, who have a higher rate of lung cancer than the average population.

More questions

On the larger scale, fewer diesel emissions will reduce the build up of greenhouse gases, which are contributing to global warming. The reductions will also reduce health-care costs.

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While the state leads in breakthrough legislation, such as AB 32 which puts California on a path to bring down emissions that cause global warming to 1990 levels by 2020, it still must answer to the U.S. EPA when it comes to clean air goals.

Further delays in reaching EPA-specified clean air levels could jeopardize the state's share of federal highway funds - something the near-bankrupt state of California can't afford to let happen.

The best approach is one of steady, clean air reform with grants and loans available for companies to buy new clean-diesel or compressed natural gas-burning trucks. Since the CARB workshopped this rule for more than 18 months and delayed it once already in order to incorporate industry suggestions, further delays would be irresponsible both to the lives and the lungs of all Californians.

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Proposed Truck Clean-Up Rule Will Save Billions in Health-Related Costs for Truckers and Other Californians

PRNewsWire News Releases

Published: 12/05/08 05:40 PM EST

Rule Makes Smart Economic Sense, Will Stimulate Economy, Save Lives

SACRAMENTO, Calif., Dec. 5, /PRNewswire-USNewswire/ -- The Schwarzenegger Administration's proposed truck clean-up rule, which the California Air Resources Board (CARB) will vote on next Friday, will provide a much-needed boost to the economy and cut billions of dollars in health care-related costs each year for truckers and other Californians.

"The death and disease toll from diesel truck pollution represents an enormous burden of human suffering," said Dr. John Balbus, chief health scientist for Environmental Defense Fund and a member of EPA's Science Advisory Board and Children's Health Protection Advisory Committee.

"CARB's proposed rule will clean up the most polluting trucks and save lives and money in the process."

One of the most common causes for families to hit hard times is their inability to deal with chronic illness and high medical costs. A leading contributor to chronic heart and lung disease in California is highly polluted air, and toxic diesel pollution is a core component of that health-threatening pollution.

In California alone this year, diesel truck pollution was responsible for about 4,500 deaths, 1,100 hospital admissions, worsening of respiratory symptoms in more than 76,000 people and 450,000 lost workdays, according to CARB. Truck and other air pollution results in about \$28 billion in health-related costs in the San Joaquin Valley and Los Angeles region combined each year, according to a recent economic study conducted by the Institute for Economics and Environmental Studies at California State University, Fullerton, and Sonoma Technology, Inc. Complying with the truck rule over its 15-year life will cost less than \$6 billion spread over a period of 15 years, according to CARB.

"Uncontrolled diesel trucks cause too much illness and too much unaffordable cost," Balbus concluded. "The Schwarzenegger Administration is right to say enough is enough. We applaud the Administration for its strong stand in favor of reducing air pollution and protecting public health."

About Environmental Defense Fund

A leading national nonprofit organization, Environmental Defense Fund represents more than 500,000 members. Since 1967, Environmental Defense Fund has linked science, economics, law and innovative private-sector partnerships to create breakthrough solutions to the most serious environmental problems. For more information, visit www.edf.org.

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Truckers fear cost burden of proposed air-quality rules

BEATRIZ E. VALENZUELA Staff Writer

December 5, 2008 - 4:04PM

Local truckers fear that proposed clean-air regulations may put them out of business and are hoping the rules can be delayed.

The California Air Resource Board is gearing up to vote on new regulations Dec. 11 and 12 that will force all diesel trucks and buses operating in the state to be retrofitted or replaced beginning in 2010.

“First it was the gas, now this. I can see a lot of people going out of business,” said Patty Linares, co-owner of Linares Family Trucking, based in Hesperia.

“We are not asking for a bailout, just a little more time so (CARB doesn’t) have to put companies out of business,” said Andrew Acosta, spokesman for Driving Toward a Cleaner California, an organization made up of truck owners, grocers and other business leaders.

With new big-rig trucks costing an average of \$120,000, many owner-operators cannot afford the change.

“I still have a year and a half (to pay) on the truck I have,” said Linares, whose company mainly transports produce to the East Coast. “There is no way I could afford to buy two new trucks.”

Retrofitting trucks is also very costly.

“Getting some of these parts for the trucks cost just as much as a new truck — it’s unbelievable,” said Vic Latham, a driver from Adelanto.

Acosta hopes CARB members will take the current economic situation into consideration when voting on the proposed measure.

Opponents of the measure say that imposing these regulations during hard financial times will eventually lead to higher prices in the stores.

Linares points to how consumer prices rose in conjunction with fuel prices.

“When gas was like \$5, a head of lettuce cost about \$1.50 instead of two or three for a dollar,” Linares said. “If this happens, the prices will go up again.”

Linares and Latham both point out that California already has stringent air-quality regulations and more

Truckers fear cost burden of proposed air-quality rules
changes would hurt their business.

Acosta said his group understands the importance of clean-air regulations and hopes to work with CARB.

“This is not about people saying no,” Acosta said. “We want to get to the same place. We just need a little more flexibility in getting there.”

Beatriz E. Valenzuela can be reached at 951-6276 or at BValenzuela@VVDailyPress.com.

Truckers: Proposed air regulations unaffordable

By Jose Gaspar, December 3, 3008, Eyewitness News
Bakersfield KBAK/KBFX (CBS Channel 29 and Fox News Channel 58)

If California's Air Resources Board has its way and adopts strict new regulations to reduce emissions from diesel trucks, Bakersfield truck driver Jim Ehoff says it'll spell doom for an already depressed trucking industry.

"It's going to put a lot of people out of business. If you don't need a trucking company, you're not going to need a driver," said Ehoff.

The Air Resources Board votes on Dec. 11 and 12 on landmark regulations. If adopted, the rules would require truck owners to install exhaust filters on their rigs starting in 2010.

The rules also would require long-haul truckers to equip their vehicles with fuel-efficient tires and aerodynamic devices that lower greenhouse gas emissions and improve fuel economy.

But local truckers say they can't afford the added cost to comply with the proposed regulations.

"My company alone is looking at a \$2 million cost over and above what we budget for, what we anticipated for," said Daniel Mairs, president of Cox Petroleum Export.

California has the dirtiest air in the country. A study by California State University Fullerton cites the Los Angeles basin and the San Joaquin Valley as having the highest levels of pollution.

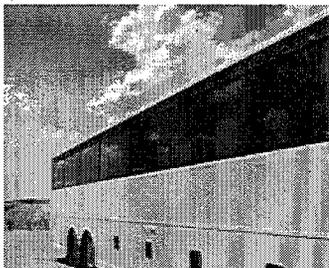
Diesel emissions are toxic, associated with cancer and can also exacerbate cardiovascular and respiratory ailments.

"One of the last things we can afford to do is wait; the health impacts from emissions from trucks and buses is significant throughout the state," said Eric White with the Air Resources Board.

The trucking industry is proposing an alternate plan that delays compliance and allows for a more gradual phase of cleaner trucks.

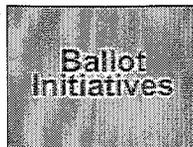
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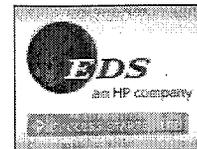


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Yes to cleaner air but at what cost?

By **Tammi Swafford** (published Thursday, December 04, 2008)

As the owner of a small dump truck business based in Dixon, I was trying to do my part to clean the air we all breathe by replacing my outdated truck with a cleaner model.

Because the California Air Resources Board (ARB) is set to vote on a new regulation this December targeting diesel vehicles I wanted to be one step ahead. The proposed rule would impact the almost 1 million trucks and buses used to transport goods and people on California's roads, highways and farms - including my dump trucks.

Starting in 2010, this proposal would require every diesel truck and bus operating in California today (which according to the ARB includes "those transiting California roadways from other states and countries") to be replaced or retrofitted. The ARB estimates the cost of this regulation to be more than \$5.5 billion.

In order to get ahead of the curve and start cleaning my fleet, we purchased a 2007-model-year truck. But in my line of work, we're not just talking about going down to the local dealership and picking out a shiny new F-150. Dump trucks are built to last upwards of 20 years and typically cost well over \$150,000. We were able to secure \$208,000 in financing for the new, cleaner truck through one of the largest equipment financiers in the nation.

What has changed since I bought my truck? California's diesel truck and bus owners are facing one of the worst economic climates in decades. With the real estate market crashing and construction falling with it, these days my trucks are parked. We're lucky to work a few days out of the entire month. Like so many business owners in today's economy, my business is just barely staying afloat. And I'm not alone. Almost 3,000 trucking companies across the United States have declared bankruptcy so far this year.

In addition, many of us are also working to comply with numerous other regulations and laws recently passed by the ARB, the Legislature and other regulatory agencies.

And what about my new, clean dump truck, the one that was going to help my firm start to comply with the impending ARB regulations? As a result of the economic crisis, I was forced into "voluntary repossession" of the truck by the lender. To make things worse, the financier is now saying I owe upwards of \$225,000. That would be \$17,000 more than I financed. My once-perfect credit score is now shot, and soon I will have to file bankruptcy. I'll be lucky to keep my house.

While the ARB and a recent Sacramento Bee editorial continue to highlight grants and bond money that is supposedly available to fleet owners to help them replace or retrofit their equipment, they fail to take into account that many financing options for small businesses to access the required matching funds have dried up entirely.

California's diesel truck and bus owners are committed to improving California's air quality and we recognize that we must do our part to achieve significant

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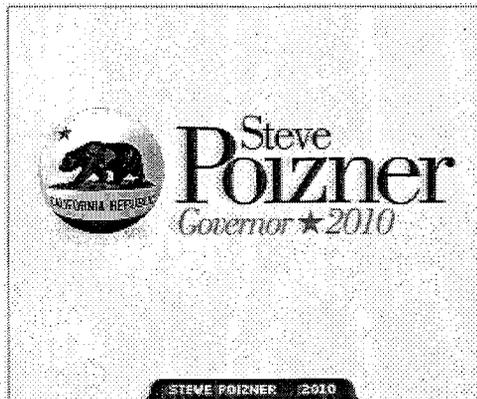
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emission reductions. But in order for the regulations to achieve the goal of cleaner air, without putting more small businesses like mine into bankruptcy, we must find common ground.

We hope that this discussion with the ARB includes a wide range of options to help get more financial resources into the system quickly and more flexibility for fleet owners to comply with the regulation.

by John Howard

Cites ARB's lack of data, analytical rigor; fiscal modeling questioned



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