

CALIFORNIA TRUCKING PERSPECTIVE ON FUEL, RETROFIT, AND NAFTA

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The California Trucking Association (CTA) is a non-profit trade organization representing nearly 2,500 trucking companies and suppliers operating in and out of California. CTA wants a level the playing field for the California trucking industry, and harmonizing fuel standards with the federal EPA is our goal. We are paying considerably more for diesel than our bordering states. Single-state fuel standards and boutique fuels have a crippling effect on California-based trucking companies.

California companies have been forced to delay new truck purchases. Slowing down new truck purchases means we use older equipment longer, which has an overall negative impact on California's State Implementation Plan (SIP) for ozone .

While we carefully support reducing particulate emissions from the on-road sector, we have developed our own plan to evaluate retrofit of noncompetitive trucking operations where the additional costs of aftertreatment devices and boutique fuels can be passed along to the shipper or user.

NAFTA is of great concern to California truckers for a variety of reasons related to air quality. CARB only has authority over California trucks, a minor percentage of the trucks operating on California roads. You can't get to clean air without looking at all trucks.