



Harbor  
Trucking  
Association

**FOR IMMEDIATE RELEASE**  
**July 13, 2022**

**\*\*\*Harbor Trucking Association's Statement on Trucker Action Protesting AB5\*\*\***

**Long Beach, CA-** Truckers servicing the California port gateways of Los Angeles, Long Beach and Oakland have begun port wide protests against Assembly Bill 5 (AB5) authored by former assembly member Lorena Gonzalez which was passed and signed into law in 2019.

An injunction in place since 2020 has prevented the law from being enforced while a lawsuit on the bill made its way through the judicial system. On June 30<sup>th</sup>, the Supreme Court of the United States denied a petition for a writ of certiorari brought forth by the California Trucking Association, paving the way for full enforcement of the law.

Once the injunction is lifted, which is any day now, provisions in the bill will prevent independent owner operator truck drivers from contracting with other trucking companies for services, essentially paving the way to an employee model.

"It is clear that a very large contingent of truck owners have taken recent developments regarding AB5 as a direct threat to their livelihoods." Said Matt Schrap, CEO of the Harbor Trucking Association.

"The frustration with the total lack of regard by the state of California for a business model that has provided thousands of men and women an opportunity to build and grow a business is now blatantly obvious."

"Unfortunately, it didn't matter how many independent drivers stood up and expressed concerns during the legislative process for AB5 in 2019, they were basically ignored and essentially told by the governor and the legislature what was best for them and their families."

"With so many outstanding legal questions regarding AB5 and how it impacts the future of those who want to retain their independent status, it is no wonder why these truckers have taken matters into their own hands. It is very likely this would have happened much sooner if AB5 had not been challenged by the CTA."

"Today, it is crystal clear that direct guidance is needed from the state in how these folks fit into the AB5 enforcement matrix. They are no doubt seeking an unadulterated pathway to maintaining their independence."

“What is also clear and contrary to what has been perpetuated by the author of AB5 and its ardent supporters, is the fact that most, if not all independent drivers do not want to be employees, they want to remain independent, but the state has provided zero guidance in how to legally do so.”

“Bottom line, California has basically tossed these drivers and their dreams aside for the sake of political expediency in order to satisfy the wants and desires of special interests.”

“The baby has been thrown out with the bath water.”

**About HTA:** *The Harbor Trucking Association is the nation’s leading drayage-specific, solutions-based, trade association actively serving America’s supply-chain professionals. Our mission is to represent the interests of and provide services to intermodal and drayage companies and related entities by advocating, educating, and promoting strategies with other goods movement stakeholders and policy makers that will sustain emission reductions, provide a dialog for intermodal truck efficiency, and protect the economic vitality of cargo and jobs.*

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