



A Path Towards Electrification of Ports & Logistics Industry

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Goods Movement - Logistics Industry

Ship → Port → Warehouse → Truck → Rail
→ Warehouse/Fulfillment Centers → Last Mile Delivery

Economic driver and essential to commerce, but its impacts are large and not always positive:

- **Heavy truck traffic** congestion at ports, highways and local roads
- **Constant idling** of trucks, locomotives and other equipment
- **Harmful air emissions** that impact the health of community residents and port related workers
- Truck drivers & warehouse workers often **lack good wages, benefits and other protections.**



Coalition for Healthy Ports

Coalition (CHP) understands the need for and is not fighting port growth, but it can be done in a way that ensures environmental justice and prevents harm in affected communities. Our mission is to ensure:

Clean Air

Healthy Communities

Good Jobs

Port Newark & Elizabeth

CHP has conducted many **port and environmental justice tours** for federal, state and local officials, PANYNJ, academia, students, community residents, advocates and media.

Ironbound and South Ward neighborhoods of Newark are particularly impacted by port-related diesel pollution.

Diesel particulates and Black Carbon have contributed to disproportionately high rates of asthma, lung cancer, heart disease, stroke and neurological disorders.

"In Newark and surrounding port communities, over 18,000 truck trips occur at Port of NYNJ on a daily basis, thousands of these trucks travel on our neighborhood streets. We can't escape port diesel. It's everywhere - our homes, schools and parks."

-Kim Gaddy, Environmental Justice Organizer, Clean Water Action and South Ward, Newark resident

Black Carbon, Diesel and Climate Change

Black Carbon stays in the air for a shorter period of time than CO₂, but it is many times more potent than CO₂ as a warming agent.

- **Leading cause of glacier and ice melts and corresponding sea level rise.** New Jersey, Florida & Louisiana will feel the effects the most in the US.
- **Responsible for rising temperatures and urban heat island effect** which makes cities 10 degrees hotter than suburban and rural communities.
- **Black Carbon + hotter temperatures trigger illness:** premature labor, respiratory distress, asthma, strokes, heart attacks, and premature death.

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This is an environmental justice and climate injusticeremedies exist.

Accountability and Strategies to Achieve Clean Air

Our ports and logistics industry must significantly reduce their diesel emissions from offloading ships to last mile delivery.

Accountability to the Community:

- All stakeholders, including area residents, must have a voice in setting port standards, development, expansion and mitigation measures.

Modernizing Goods Movement:

- Ban and scrap old highly-polluting trucks through PANYNJ tariff agreement.
- Electrify truck fleets and equipment faster and at all levels of port operations and goods movement.



Establish Zero Emissions Zones and Corridors

- Voluntary measures (e.g. plug reefer units in while not on trucks, hybrid cranes) by the PANYNJ's own admission is not enough, they say "regulate us" if you want to see real reductions and electrification sooner.
- Must incentivize, but more importantly, mandate and regulate people protection zones where only electrified trucks & equipment are allowed.

Adopt California's Advanced Clean Trucks Rule ("ACT Rule")

On June 25, 2020, California Air Resources Board ("CARB") voted to adopt the ACT Rule..

The Rule consists of two main components:

- zero-emission vehicle ("ZEV") production and sale requirement
- one-time fleet reporting requirement of fleet owner purchases

ZEV Production and Sale Requirement

- Each manufacturer that produces and delivers at least 500 trucks per year for sale in California **must produce and sell in California and minimum percentage of medium and heavy-duty ZEVs per model year starting in 2024.**
- % of ZEV truck sales increases each year through 2035.

<https://ww3.arb.ca.gov/regact/2019/act2019/30dayatta.pdf> (section 1963.1(b) Table A-1)

ZEV Credits Under ACT Rule

- **Larger/heavier trucks are given more weight** in each of the above groups so, for example, the sale of a Class 8 ZEV gets twice the credit as the sale of a Class 4 ZEV.
- Through 2035, the sale of certain “near zero-emission” vehicles like **hybrids also generate partial credit** toward the above requirements. Manufacturers can bank credits for future years or trade credits with other manufacturers.

Support for ACT rule in the Northeast

- **Northeast States for Coordinated Air Use Management** (“NESCAUM”) along with eight other state air agencies twice submitted comments to CARB expressing “**strong support**” of the ACT Rule. (Nov. 22, 2019 and May 26, 2020).
- Paul Miller, Executive Director of NESCAUM, also testified in “strongly support” and that the Northeast’s adoption of similar ACT Rule may be necessary because **smog reductions have plateaued** in the Northeast since 2010.
- Northeast is also still seeing **ozone exceedances** during the COVID lockdown because heavy-duty vehicle use has not significantly reduced, even if light-duty vehicle use has.

Ways New Jersey Can Regulate & Mandate Clean Air

- Establish “**Zero Emission Zones and Corridors**” - allow only electric vehicles to move goods through the port and adjacent communities
- Mandate truck ban on older fleet of trucks via **PANYNJ Tariff Agreement**
- Regulate the port through “**indirect source review**”, as if a stationary source
- Adopt **CA “ACT rule”** for medium and heavy duty trucks in state and region
- Fast track **Black Carbon rule**, adoption by 2021
- Create “State Implementation Plan” that gets NJ into “**attainment**” for ozone
- Adopt **mandatory emission reductions in EJ communities**
- Require diesel engine upgrades/electrification of equipment and vehicles utilized under **state contract or construction**.

Take Action with Community Engagement

- **Engage and collaborate**, community, policymakers, workers and freight stakeholders, to facilitate development and use of zero-emission technologies and other means to significantly improve local air quality, health and quality of life.
- **Advocate** for environmental justice, community mitigation and transparency.
- **Retain and utilize NEPA process** for major freight infrastructure projects, especially for projects proposed in communities disproportionately impacted by freight and/or in nonattainment areas.

Always take action with environmental, health and climate justice in mind

Contact Us and Stay Involved



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