Port of New York and New Jersey
Regional Truck Replacement Program

Committee on Operations
November 19, 2014
Air Quality Challenge

Background

• Port operations involve diesel engines
• Emissions from diesel combustion impact air quality and contribute to global warming

Challenge

Accommodate cargo growth – with all the economic benefits that it brings – while protecting and improving the environment, specifically air quality
Response to the Challenge

Developed a Clean Air Strategy for the Port
  • Identified sources, quantified contribution, and identified emission reduction actions for all port-related sources

Clean Air Strategy – Truck Actions Implemented to Date:
  • **Truck Replacement Programs**
    - 429 drayage trucks replaced
    - Emission reductions achieved:
      - 70% Nitrogen Oxides
      - 64% Particulate Matter
  • **Emission Reduction Retrofit Program**
    - 31 drayage trucks retrofitted with Diesel Particulate Filter
  • **Truck Phase Out Plan**
    - January 1, 2011: Access denied to pre-1994 drayage trucks
    - January 1, 2017: Access denied to pre-2007 drayage trucks
Requested Authorization
Regional Truck Replacement Program

- Implement a $2.42 million program to replace approximately 80 pre-2007 drayage trucks with model year 2007 or newer drayage trucks, of which $2 million would be funded via a federal grant

  - $2 million grant would be utilized to cover up to 50% of truck replacement cost – not to exceed $25,000 per truck
  - Trucker secures private financing for remaining purchase price
  - Old truck scrapped and owner of new truck commits to serving the Port over a five-year period

- Enter into an agreement with Tetra Tech, Inc. for program administration and management at a total estimated cost to the Port Authority of $420,000:

  - Outreach, marketing and coordination
  - Processing all grant applications
  - Program monitoring and troubleshooting
  - Emission reduction calculations
  - Program reporting
Program Benefits

• Reduce pollution from Port-related trucking activities:
  ➢ 708 tons of nitrogen oxides
  ➢ 42 tons of particulate matter

• Reduce economic burden on trucker owners by providing a financial incentive to replace older trucks with newer vehicles to meet the January 1, 2017 phase out deadline

• Enable Port to reduce its environmental footprint

• Successful implementation would result in additional grant funding for future Truck Replacement Programs