

REINSTATE THE BAN ON POLLUTING PORT TRUCKS

Port Authority fulfill your promise to end deadly diesel emissions in port communities

CONTINUED FAILURE TO PROTECT OUR HEALTH IS UNACCEPTABLE



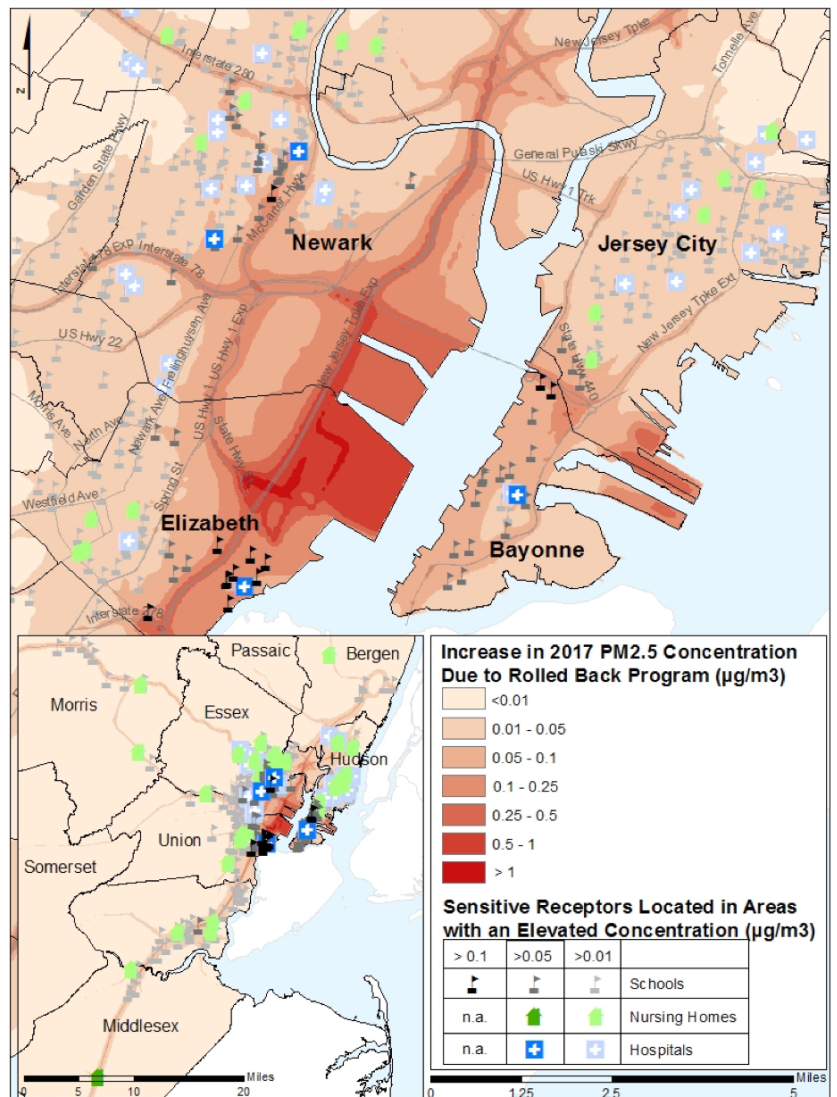
NEWER, LESS POLLUTING VEHICLES ARE AVAILABLE TODAY

Diesel emissions from the trucks, trains and ships that transport freight into and out of the Port of New York and New Jersey are killing our communities. Exposure to exhaust from the vehicles and equipment that serve our ports is associated with illnesses including childhood asthma and premature death from lung cancer, heart disease and stroke. The consequences are lives lost, sky-high medical bills, lost work and school days, and more.

But it doesn't have to be this way if the port authority would keep its promise to ban older, diesel-polluting trucks from entering the port.

Other ports have done this. We have to make sure our port does too.

A new report, commissioned by the Coalition for Healthy Ports (CHP) calculates the price New Jersey communities will pay if we allow the Port Authority to get away with breaking its promise to implement its 2009 Clean Truck Program.

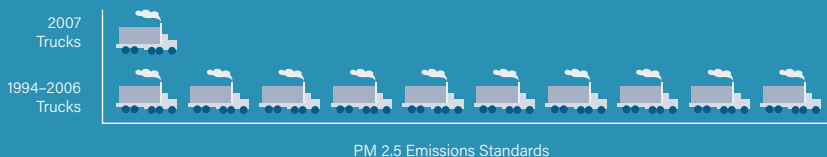


The overwhelming majority of trucks serving the port are very old and very polluting.

Eight years ago, the Port Authority promised that by January 2017, it would ban trucks that failed to meet EPA 2007 emissions standards.

BUT, in 2016, the Port Authority went back on its promise and will continue to allow trucks with 1996 engines to serve the port and poison our neighborhoods. These older trucks produce ten times more deadly fine particulate matter (PM2.5) than the newer trucks required by the original Clean Truck Program.

Relative magnitude of PM 2.5 emissions standards for heavy duty trucks



The Port Authority's decision to break its promise means that:

- There will be **11 times more PM2.5 emissions** from Port terminals in 2017 and 2018 when compared to the original program.
- There will be **7 times more emissions** along off-terminal truck routes in the surrounding communities under the rolled back Clean Truck Program in 2017 and 2018 when compared to the original program.
- Up to **700,000 adults in the region will experience increased risks of premature death** from the increase in emissions in 2017 alone. Residents in Essex, Hudson, and Union counties will face the highest risks.
- Under the rolled back program, it will take **15 years of unnecessarily high levels of emissions** to gradually achieve what the original truck ban would have achieved this year.

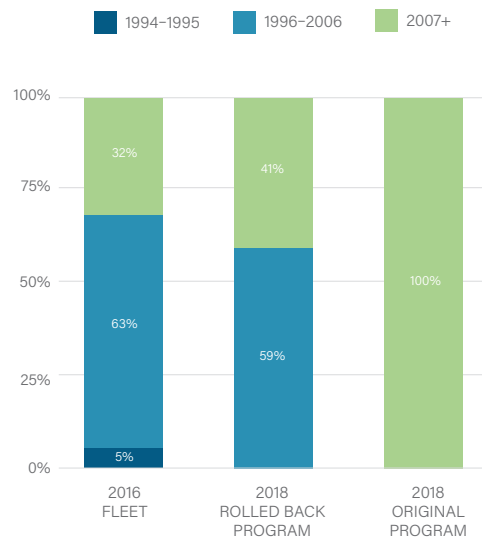
OUR DEMANDS

REINSTATE the PANYNJ pre-2007 engine truck ban at the port.

SUPPORT and require faster clean truck replacement with incentives like container fee waivers for 2007 & newer trucks.

ADOPT diesel emission reduction policies similar to California that affect the entire logistics industry.

2018 Port truck fleet visitation estimates for the original and rolled back Clean Truck Programs. Observed truck visits from the 2016 fleet (as of May 2016) are shown for comparison.



PM2.5 Emissions from Port Trucks under the original and rolled back Clean Trucks Program.

