Clean Ports Report Card

Port of New Orleans

Prepared by Rise St. James Louisiana

October 2, 2025

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Photo 1. Coalition members discussing sustainability opportunities, Ports Convening, New Orleans, LA 12/2024.

PORT NOLA IS RATED

Preparing to Launch.

With an overall score of 20.6% and a grade of "Preparing to Launch," the Port of New Orleans (Port NOLA) has a long way to go in cleaning up its operations and meaningfully engaging with portside communities. Though the Port has joined voluntary sustainability programs like Green Marine, secured federal grants for electric cargo-handling equipment, and pledged to prioritize sustainability in its proposed Louisiana International Terminal (LIT) development, these efforts are insufficient, fragmented, and not backed by a comprehensive clean air plan.

For surrounding communities, the stakes are high. Residents already face cumulative air pollution impacts from port and industrial activity, yet Port NOLA's engagement with Environmental Justice communities has been limited and often excludes those most impacted. The Port has proposed a grain terminal at the Alabo Street Wharf that would increase rail traffic and worsen air pollution in portside communities. Both the proposed grain terminal and LIT project highlight the need for transparent, accountable collaboration to ensure the Port's growth does not come at the expense of the local community. **By developing a full emissions inventory, setting ambitious and enforceable emission-reduction targets, investing in zero-emission technologies across all sectors, and meaningfully partnering with Environmental Justice communities, the Port can forge a healthier path forward for the economy and community.**

Table 1. Port NOLA Clean Ports Report Card Results

Category	Score	Grade
Emissions Inventory	0 / 9 Points = 0%	**Long Way to Go**
Clean Air Planning	1.5 / 8 Points = 18.8%	**Long Way to Go**
Emissions Reduction Actions	4.2 / 18 Points = 23.2%	**Long Way to Go**
Community Engagement and Collaboration	4 / 12 Points = 33.3%	**Long Way to Go**
TOTAL	9.7/ 47 Points = 20.6%	**Preparing to Launch**

Introduction

A. History of the Port of New Orleans and Port Advocacy

Port NOLA is a deepwater port at the mouth of the Mississippi River, positioning it as a key international port and cruise travel terminal. With an annual revenue of roughly $100 million, Port NOLA is one of the largest in Louisiana and is situated in a densely developed area of the most populated city in Louisiana. The port has developed alongside the historic city of New Orleans and is today governed by a board of seven nonsalaried commissioners appointed by the Governor of Louisiana.

As the port is situated within a populated area and regularly pursues developments within populated areas, there have been several port advocacy efforts over the years in order to mitigate concerns associated with air pollution, including particulate matter and greenhouse gas emissions, noise pollution, and other related environmental concerns. Before the founding of grassroots environmental justice advocacy organization Rise St. James, there existed a short-lived community-port collaboration pilot project. This brought Port NOLA together with the Deep South Center for Environmental Justice and Lower 9th Ward Center for Sustainable Engagement and Development (CSED), facilitated by the EPA. The EPA provided the port and its community partners with technical assistance in fostering a constructive and collaborative relationship. Although EPA documentation on this project reports a successful pilot with a potential for future engagement, this partnership was not sustained in subsequent years.

Rise St. James ("Rise") began its port advocacy in 2023 through a set of educational initiatives intended to educate the local community in St. James Parish about how Port NOLA and Port of South Louisiana influence their lives. The first Rise University Series on Ports occurred that year, with six virtual sessions led by different field experts and researchers on port issues related to port communities, decarbonization, EPA emissions inventories, and collective action. This series was followed up by a second Rise University Series on Ports in October of 2024, covering topics of green ports jobs, port safety, Environmental Justice, and air quality issues in Louisiana. Both series were well attended by the local community, who showed interest in continued engagements and advocacy with the ports.

In May of 2024, Rise members were brought on a tour of the Port NOLA. From this engagement, a vision for a convening between the major ports in Louisiana, community groups, experts, and researchers began to form. In December of the same year, Rise St. James, alongside allies Friends of the Earth US and Fast Action Against Superpolluters (FAST), held their first ports convening, a three-day meeting of constituents and civil society coming together to learn about Port NOLA and its impact on the people of Louisiana. Port NOLA also joined this convening, and a collaborative

and constructive conversation was facilitated between the port's representative and community members, the first real step in building a healthy and constructive line of communication for engagement with the port.

During this convening, Rise and the groups within their coalition gained an understanding of where Port NOLA had made progress in terms of sustainability and community engagement, and also where they still had room to improve. Port NOLA participates in several green certification programs, such as Green Marine, AAPA, and the Envision Certification program, all of which are awarded for commitments to energy efficiency, reducing pollution to neighboring communities, and setting long-term emissions reduction goals. Port NOLA also had plans to enhance its sustainability long term, including phasing in electric vehicles and utilizing a now-cancelled EPA grant intended to intensify port electrification.

Moving forward from the December 2024 convening, Rise and its partners agreed that there was merit in further engagement with Port NOLA in order to continue pushing the port in a direction that enhances sustainability and considers the health burden of port-adjacent communities.

B. About the Grading Team

The Clean Ports Report Card project for New Orleans, Louisiana, is led by Rise St. James, Louisiana, which is a faith-based grassroots Environmental Justice nonprofit based in St. James, Louisiana. Rise was founded in 2018 when Formosa Plastics announced plans to build the largest plastic production facility on the continent in the 5th district of St. James Parish, an already overburdened area with a high concentration of industries, just a few miles from the home of Sharon Lavigne, the group's founder. After several years of hard work and grassroots advocacy, the small foundling organization was able to rebuke the international plastics giant Formosa's plan to build on their site in St. James, which remains empty to this day. After Rise's success with Formosa, the organization grew and now operates across the River Parishes, engaged in fighting petrochemical expansion in the region, promoting community education, and offering frontline community perspectives in engaging with entities such as Port NOLA.

This report card was developed in a collaboration between national ports sustainability experts and Louisiana-based local grassroots activists. The Clean Ports Report Card team for NOLA included the Friends of the Earth and Better World Group, and other national-based organizations engaged in the report card methodology development. Over the past several months, zero-emission advocates from across the country have identified the need for measures to incentivize Ports to reduce their climate and air pollution and engage near-port communities. Additionally, there is a need for advocacy to enforce the Port's existing clean air and community engagement commitments. This is critical given that Ports are a major source of harmful air pollution at the local, national, and global levels. Pollution from Ports is a significant threat to Environmental Justice, given that they are usually adjacent to low-income communities and communities of color.

Photo 2. Rise St. James Executive Director and Founder, Sharon Lavigne, Ports Convening, New Orleans, LA 12/2024.

Category 1: Emissions Inventory

***Category Description**: This category scores how the port measures emissions, the frequency of this reporting, and whether this reporting is made available to the public. An emissions inventory is a quantification of selected pollutants that are emitted within a designated area by mobile sources over a given time period. Emissions inventories help port operators identify and quantify the air emissions impacts across the port's operations.*

Port NOLA has not developed an emissions inventory. **We strongly urge the Port to develop an emissions inventory that follows the EPA's guidelines, covering all relevant emissions sources and pollutants. This inventory should be regularly updated and posted publicly on their website.**

The port has been participating in the Green Marine voluntary environmental certification program since 2014, which includes measuring performance indicators like greenhouse gas emissions (GHGs). However, Port NOLA's webpage on their Green Marine program does not indicate that they measure air pollutants, aside from GHGs, which are critical to understanding the port's impacts on local air quality. The City of NOLA developed a Climate Action Plan in 2017, but it does not account for port traffic in the calculations of its community greenhouse gas inventory.

Table 2. Emissions Inventory Scores

Metric	Points	Score Explanation
Emissions Inventory (EI)	0 / 2	Port NOLA does not have an emissions inventory.
Inventory Is Published On the Port's Website	0 / 1	N/A - When Port NOLA develops an emissions inventory, they should follow the best practice of publishing their inventory online as a resource for communities. Providing a clear and accessible emissions inventory builds trust with portside communities by providing a way to track port emissions progress.

Frequent Inventory Updates	0 / 1	N/A - Updating emissions inventories on a regular basis (every 2-4 years) allows ports to track their performance over time and ensure that progress is being made towards emissions reduction goals.
Inventoried Pollutants	0/ 1	N/A - When Port NOLA develops an emissions inventory, it should include GHG emissions as well as PM2.5, PM10, NOx, SO2, VOC, N2O, Black Carbon, DPM, CO, CO2, CH4, hydrocarbons, or other CO2 equivalents. Including more pollutants in an emissions inventory provides ports, community members, and other stakeholders with comprehensive information about emissions sources and reduction opportunities.
Inventoried Sectors	0 / 1	N/A - When Port NOLA develops an emissions inventory, they should include all of the mobile source sectors that generate emissions: Ocean-Going Vessels, Harbor Craft, Cargo Handling Equipment, Locomotives, Dray Trucks, and Administrative. Including all sectors in an emissions inventory provides ports, community members, and other stakeholders with comprehensive information about emissions sources and reduction opportunities.
For ports with multiple terminals, do they include all terminals in the inventory?	0 / 1	N/A
The Extent To Which EI Methodology Aligns With EPA's EI Guidelines	0 / 2	N/A - The EPA has developed Emissions Inventory guidelines for ports with best practices regarding sources, pollutants, geographical areas, and timeframes when planning their inventories. Port NOLA should follow these guidelines when they develop their emissions inventory.
Total for Category 1: Emissions Inventory	**0 / 9 = 0%**	**Long Way To Go**

Category 2:
Clean Air Planning

***Category Description**: This category evaluates the port's targets and milestones for overall emissions reduction and decarbonization of key infrastructure.*

Port NOLA does not have a comprehensive Clean Air Plan that sets emission reduction goals, charts out a path to achieve these goals, and establishes metrics to measure progress. The EPA assessment of Port NOLA confirms that Port NOLA has "no emissions inventory" and "no emission reduction target", rather they have "emissions reduction activities". **We strongly encourage the port to work with the community to develop a Clean Air Plan**, following the best practices outlined by the US EPA.

For the purposes of this report card, we referred to various plans and commitments that Port NOLA has made to give the port some credit in this section despite not having a comprehensive plan. These include:

- An Environmental Policy that was last updated on October 6, 2021
- A Green Supply Chain Report that provides an overview of the various programs that NOLA is engaging in and sets general guiding goals, one of which is to "develop sustainably", but
- The Clean TRIP Drayage Program, a drayage truck replacement program made possible by federal and state funding. Through this program Port NOLA has replaced 105 drayage trucks with newer trucks that have cleaner-burning internal combustion engines. This program, however, does not currently fund electric truck replacement. Furthermore, the program is currently out of funds.
- Port NOLA's Louisiana International Terminal Sustainability Management Plan.

In January, 2025 Port Nola was awarded $1 million from the EPA's Clean Ports Program grant to develop a Sustainability Management Plan (SMP) for the proposed Louisiana International Terminal (LIT). The LIT is a new container terminal that Port NOLA is in the process of developing in the town of Violet. The project is expected to grow the port's import and export business and open up intermodal and container-on-barge services. The LIT will have an initial capacity of 180,000 to 289,000 TEUs, with an eventual capacity of 2 million TEUs once the project is complete. Given this immense increase in shipping activity, it is essential that the LIT be designed with the most advanced clean technology to prevent a significant increase in the negative impact of shipping pollution on surrounding communities.

The SMP will follow the Envision framework, a voluntary sustainability framework developed by the Institute for Sustainable Infrastructure. According to the LIT website, the first step of this process is for Port NOLA to submit the LIT for an envision certification and the second step is for the Institute for Sustainable Infrastructure to conduct a thorough, third-party review of the project's design and construction based on several measures of performance, including: quality of life, natural world, climate and resilience, resource allocation, and leadership. If the project gets a high enough ranking, the LIT will become Envision certified and must continue to perform well to maintain its certification.

While participating in this program is a notable step forward, it is unclear how the Port and the third-party certification program will create transparency and accountability throughout this process. It is also unclear when and how the Port will develop the "SMP" and what that plan will entail. **The Port should develop a comprehensive SMP document for the LIT, with specific actions and timelines, in collaboration with community members. The Port and the Institute for Sustainable Infrastructure should also commit to a transparent process of reviewing and assessing the Port's sustainability efforts in collaboration with community members. Finally, the Port should develop a clean air plan for its existing operations, not just the LIT.**

Table 3. Clean Air Planning Scores

Metric	Points	Score Explanation
Clean Air Planning	0 / 2	Port NOLA does not currently have a comprehensive clean air plan. **The Port should develop a comprehensive clean air plan document for the LIT as well as its existing terminals, with specific actions and timelines, in collaboration with community members.**
Emissions Reduction Target	0 / 1	Port NOLA does not have an emissions reduction target. According to the Intergovernmental Panel on Climate Change (IPCC), deep emission cuts are needed in this decade, (Special Report 2018). Specifically, global emissions need to fall by about 43% by 2030 from 2019 levels. To help protect portside communities from harmful air pollution and to combat the climate crisis, **Port NOLA should set ambitious emissions reduction goals that are in line with the recommendations of the IPCC and the National Ambient Air Quality Standards (NAAQS)**

Drayage Truck Electrification Target: % By Date	0.5 / 1	NOLA does not have a stated, specific drayage truck electrification target. However, we graded the port generously on this metric and considered the port's plans for drayage electrification through the LIT
Ocean-Going Vessels Target: Target for Shore Power	0.5 / 1	Port NOLA does not have a specific shore power target. However, we generously gave the Port a half point as Port NOLA has stated intentions to install shore power at the new LIT. **Port NOLA should commit to a goal of developing shore power infrastructure at its existing berths and new LIT berths by a certain date, and ensure that all new LIT berths are developed to be shore power capable of providing shore power by the time that the LIT is fully built out, if not initially.**
Rail Target	0 / 1	Port NOLA does not have a stated plan for reducing rail emissions. **The Port should set milestones and target dates to reduce rail emissions, supported by implementation plans with meaningful interim goals.**
Harbor Craft Target	0 / 1	Port NOLA does not have a stated plan for reducing harbor craft emissions. **The Port should set milestones and target dates to reduce harbor craft emissions, supported by implementation plans with meaningful interim goals.**
Cargo Handling Equipment Target	0.5 / 1	Port NOLA does not have a specific cargo handling equipment target. However, we generously gave the Port a half point as Port NOLA has stated plans to install electric ship-to-shore cranes and electric rail-mounted gantry cranes at the new LIT. **Port NOLA should commit to a goal of electrifying cargo handling equipment at all of its terminals by a certain date.**
Total for Category 2: Clean Air Planning	**1.5 / 8 Points = 18.8%**	**Long Way To Go**

Category 3: Emissions Reduction Actions

***Category Description**: This category evaluates the port's emission reduction actions, such as emissions reduction programs or adoption of low or zero-emission technology for drayage trucks, ocean-going vessels, rail, harbor craft, and cargo handling equipment.*

Port NOLA has taken some steps to reduce its emissions, but progress remains fragmented and inadequate. While the Port has invested in some cleaner cargo-handling equipment and upgraded portions of its rail fleet, it lacks a comprehensive strategy to transition its operations to zero-emission technologies. Critical gaps remain across all sectors: there is no program to electrify drayage trucks, no shore power currently available for ocean-going vessels or harbor craft, and no efforts to electrify switcher locomotives. Port's Clean TRIP truck replacement program has run out of funding and does not support the purchase of zero-emission vehicles, while rail and harbor craft continue to rely on outdated and polluting engines. Without ambitious investments and enforceable targets, portside communities will continue to bear the brunt of harmful emissions from the Port's operations.

Port NOLA's facilities currently include 40 berths, 20 million square feet of cargo-handling area, nine ship-to-shore gantry cranes and more than 3.1 million square feet of covered storage area. Port NOLA's container facilities are located at its upriver terminals at the Napoleon Avenue Container Terminal Complex, while breakbulk facilities are located upriver, downriver and on the Inner Harbor. Four major private maritime facilities - Avondale Marine, Cargill, Fuji Oil New Orleans, and Kinder Morgan Seven Oaks - operate within Port NOLA's jurisdictional boundaries but under their own tariffs and operating procedures. Limited information is publicly available regarding the private maritime facilities at Port NOLA.

Below, we evaluate the Port's actions to reduce drayage truck emissions. We note that while the Port has previously invested in a truck replacement incentive program, the Port has not provided sustained funding for this program, and has made no progress on truck electrification.

Table 4a. Emissions Reduction Actions Scores: Drayage Trucks

Metric	Points	Score Explanation
Drayage Trucks		
Rate Progress Towards Truck Electrification Goal/ Interim Goal	0 / 2	Port NOLA has not made any efforts to electrify trucks at the port and does not have a truck electrification plan. Their Clean TRIP program is an ad hoc project which currently is out of funds. It is unclear if they would support transition to ZE, but the funding level ($35K per truck) is prohibitive to support this transition.
Existence of Programs to Incentivize or Provide Subsidies to Facilitate the Adoption of ZE Trucks	0 / 1	Port NOLA does not have an incentive program targeted for ZE trucks.
Existence of Programs Like Truck Replacement or Idle Reduction Programs	0.5 / 0.5	To reduce truck idling and improve efficiency, the Port employs an automated gate management system that incorporates technologies including digital cameras, OCR, and transponders as well as a gate appointment system. Port NOLA also has Clean TRIP, a Truck Replacement incentive program. **The Port should prioritize securing funding for the Clean TRIP program as it is currently out of funds.**

Installing shore power for ocean-going vessels enables vessels to plug in to the electrical grid while at berth instead of relying on polluting auxiliary engines, which can have significant air quality and public health benefits. Port NOLA's existing terminals do not have shore power infrastructure and the Port has not indicated plans for installing shore power at their existing terminals. However, the Port NOLA has stated intentions to install shore power at the new LIT. As mentioned previously, **Port NOLA should commit to a goal of developing shore power infrastructure at its existing berths and new LIT berths by a certain date, and ensure that all new LIT berths are developed to be shore power capable of providing shore power by the time that the LIT is fully built out, if not initially.**

Table 4b. Emissions Reduction Actions Scores: Ocean-Going Vessels

Metric	Points	Score Explanation
Ocean-Going Vessels		
Is the Port Making Adequate Progress Towards Meeting Their At Berth Pollution Reduction Goal (Installing Shore Power Capacity)	0 / 2	Port NOLA does not have an at-berth pollution reduction goal and has not made any progress to reduce at-berth pollution.
Percent of Vessels Visiting the Port That Plug Into Shore Power	0 / 1	Port NOLA does not have any shore power infrastructure available for visiting vessels. Therefore, the percentage of vessels plugging into shore power at the port is 0%.
Percent of the Port's Berths That Have a Shore Power Connection	0 / 1	Port NOLA does not have any shore power infrastructure installed at any of its berths.

New Orleans Public Belt Railroad (NOPB), a subsidiary of Port NOLA since 2018, is a switching railroad that serves the Port, local customers and six Class Is that move cargo through the New Orleans gateway. NOPB is a member of the Southeast Louisiana Clean Fuel Partnership, a coalition of vehicle fleet managers and operators; alternative fuel, vehicle and technology providers; local, state and federal government agencies; and other organizations interested in promoting policies and practices that diversify transportation fuel options, improve the environment and reduce fleets' operational costs.

NOPB has made some progress in reducing rail emissions but remains far from aligning with best practices. On the positive side, NOPB has installed automatic engine stop-start technology to reduce idling and replaced 15 older locomotives with eight Tier 1 models, cutting fuel use and lowering nitrogen oxide and particulate emissions. However, these upgrades still fall short of Tier 4 standards and do not move toward zero-emission rail. The Port has not invested in battery-electric switcher locomotives, nor has it taken meaningful steps to relocate or mitigate rail activity near vulnerable communities. Moreover, its deal to open a grain terminal at the Alabo Street Wharf would increase rail traffic and pollution in already overburdened neighborhoods. To support a healthy and thriving port community, **Port NOLA must invest in electric locomotives and work with portside communities to reduce the impacts of their existing locomotive operations as well as prevent causing more harm with future rail projects.**

Table 4c. Emissions Reduction Actions Scores: Rail

Metric	Points	Score Explanation
Rail		
Has The Port Invested In Battery Electric Switcher Locomotives?	0/ 1	There is no evidence to suggest that NOPB has invested in battery electric switcher locomotives.
Has the Port Taken Action to Monitor and Reduce Idle Emissions from Locomotives and Switchers?	1 / 1	NOPB's locomotive fleet is outfitted with anti-idling technology, Automatic Engine State Stop (AESS) technology, which automatically turns off a locomotive if it has been idling too long and restarts when needed, similar to the technology found on many automobiles.

What Percent of Older Locomotives Has The Port Upgraded?	0.67 / 1	In 2020, NOPB replaced its fleet of 15 older locomotives with eight Tier 1 Electro-Motive Diesel Locomotives. This upgrade reduced fuel consumption by 25%, nitrous oxide emissions by 40% and particulate emissions by 50%. While this was a significant improvement, the Port did not receive a full point for this metric because these locomotives are equipped with Tier 1 engines rather than Tier 4 engines, which have more stringent and health-protective emission standards.
Has the Port Taken Action to Minimize Locomotive Activity Near At-Risk Populations?	0 / 0.5	NOPB and Port NOLA have not taken steps to reduce the impact of its operations on neighboring communities by relocating locomotive operations farther from potentially vulnerable populations or investing in adequate mitigation strategies. On the contrary, Port NOLA signed a deal with Sunrise Foods International and Norfolk Southern to utilize the Alabo Street Wharf as a grain terminal which would bring new heavy industrial activity into the Arabi and Holy Cross communities, who have been outspoken against the project. **We strongly urge the Port not to follow-through with the proposed grain terminal and train project.**

Below, we evaluate the Port's actions to reduce harbor craft emissions. We note that while Ports don't usually have their own harbor craft, they can and should work with tug and dredge operators to reduce emissions. **We recommend investing in shore power connections at the Port's harbor craft berths and working with tug and dredge operators to electrify their harbor craft fleets.**

Table 4d. Emissions Reduction Actions Scores: Harbor Craft

Metric	Points	Score Explanation
Harbor Craft		
To What Degree Is Shore Power Connection Available for Harbor Craft?	0 / 1	While NOLA has indicated plans to install shore power at its LIT, there is currently no shore power connection available for harbor craft. **The Port should install shore power for harbor craft at its existing terminals and the LIT.**
Does the Port Have A Program to Accelerate Harbor Craft Engine Upgrades?	0 / 1	Port NOLA does not appear to have a program to update harbor craft engines to be cleaner. Upgrading harbor craft engines can significantly reduce air pollution. The Port can maximize benefits by prioritizing upgrades for the oldest, most frequently operated models. Some new vessels, including ferries and tugboats, now have hybrid diesel-electric engines.
Electrification of Harbor Craft	0 / 1	There are no electric harbor craft operating at Port NOLA. Ports should work with operators to electrify their fleets where electric vessels are available, such as ferries and tugboats. These upgrades offer additional benefits like reduced noise and enhanced efficiency.

Port NOLA's Container Terminal complex has an annual capacity of 1 Million TEUs with nine gantry cranes. The Port has begun to modernize parts of its cargo-handling fleet by securing federal funding to add a small number of electric gantry cranes and terminal tractors, and it has retired some older, more polluting equipment. However, many diesel-powered machines remain in service, and there is no clear timeline for phasing them out. Without a program to systematically replace equipment and optimize operations, emissions from this sector will continue to harm workers and neighboring communities. Port NOLA has an opportunity to accelerate progress by committing to 100% zero-emission cargo-handling equipment by a set date and leveraging state and federal resources to fund the transition.

Table 4e. Emissions Reduction Actions Scores: Cargo Handling Equipment

Metric	Points	Score Explanation
Cargo Handling Equipment		
Port Progress on Electrifying Cargo Handling Equipment	0.5 / 1	The Port has made some progress on acquiring new electric cargo handling equipment but **greater action is needed, including electrifying more equipment and retiring old polluting equipmen**t. In December 2021, the Port welcomed four new fully-electric container gantry cranes to the Napoleon Avenue Container Terminal. In 2024, Port NOLA was awarded $7.1 million from the Federal Highway Administration's Reducing Truck Emissions at Port Facilities (RTEPF) grant program, which included funds for seven electric terminal tractors as well as associated charging infrastructure to be installed at both Port NOLA terminal operators, Ports America Louisiana, and New Orleans Terminal, LLC.
Existence of a Program to Optimize Loading/ Unloading Time	0 / 1	While it is unclear whether Port NOLA has a port management information system (PMIS) to optimize cargo loading and unloading time, the Port does have an automated gate management system to optimize drayage truck operations, as mentioned previously in the drayage truck section. **The Port should adopt a PMIS to streamline cargo handling equipment operations, improve port efficiency, and lower emissions.**

Does the Port Have a Program to Update Cargo Handling Equipment to Be Cleaner?	1 / 1	Our team graded Port NOLA generously on this metric to acknowledge the work that the Port has done to secure funding to purchase some cleaner and electric cargo handling equipment. **However, the Port should develop, publish, and follow through on a strategic program for replacing cargo handling equipment with cleaner, electric alternatives and maximize benefits by prioritizing upgrades for the oldest, most frequently operated models.**

With a score of 23.2%, Port NOLA receives a "Long Way to Go" in the emissions reduction actions category. We urge the Port to identify and pursue funding to invest in ZE technology and reduce emissions of port operations and facilities.

Table 4f. Emissions Reduction Actions Scores: General

Metric	Points	Score Explanation
General		
Extent to Which the Port is Applying for Federal And State Funding to Achieve Zero Emissions and/or Emissions Reductions	0.5 / 1	In the past year, Port NOLA has applied for and received a $1 million EPA grant to support the LIT SMP. This grant will fund sustainable infrastructure initiatives and workforce development in Violet and St. Bernard Parish. In addition to ensuring the sustainability of future port developments, Port NOLA could improve on this point by securing and allocating funding specifically to address emissions reductions of existing port operations and facilities.
Total for Category 3: Emissions Reductions Actions	**4.2 / 18 = 23.2%**	**Long Way To Go**

Category 4: Community Engagement and Collaboration

***Category Description**: This category evaluates the port's engagement with portside Environmental Justice communities, including the existence of community programs, workforce development, board representation, partnerships, and commitments to procedural justice.*

While Port NOLA engages in community outreach and partnerships, they ultimately scored a "Long Way to Go." We see the need for deeper collaboration with communities, beyond information sharing and gathering. We encourage the Port to consider major gaps in their community engagement with portside Environmental Justice communities. Particularly, we see the need for continued relationship-building between the Port and EJ CBOs, such as Rise St. James, the Holy Cross Neighborhood Association, and the Deep South Center for Environmental Justice.

The Port has made concerted efforts in hosting events and partnering with education, local business, and workforce partners in Jefferson, Orleans, and St. Bernard parishes. In particular, the port recently received $200k in RTEPF funding for partners like Nunez Community College and Urban League of Louisiana to create education and apprenticeship pathways for the upcoming Louisiana International Terminal (LIT). The Port also claims to be conducting required community engagement under NEPA for the LIT project; however, local community advocates have not been included in this engagement and the Port has not disclosed information about who they are engaging, online or when asked directly by community advocates. To avoid exploiting the communities most affected by port-adjacent pollution for grant and policy quotas, Port NOLA must be transparent and meaningfully integrate the voices of community advocates for the LIT project and all other future community engagement processes.

Port NOLA has the potential to collaborate with communities by seeking and distributing community engagement funding for partnerships with portside EJ CBOs, and developing a community advisory board or similar body, with EJ CBO representation. The Port should build community trust through these partnerships.

Below, we recommend other strategies and actions to increase community engagement and meaningful participation, including making public meetings more accessible to community residents, and creating programs to reduce air pollution exposure in EJ communities. We also acknowledge that Port NOLA may not have ultimate control over some metrics, such as port commissioner selection by governor appointment.

Table 5. Community Engagement and Collaboration Scores

Metric	Points	Score Explanation
Community Engagement Program	1 / 2	Port NOLA engages in community outreach efforts. However, there is an opportunity for deeper collaboration and partnership with EJ communities.
Quality/ Integrity Of Partnership With CBOs	1 / 2	Though Port NOLA has partnerships with some community organizations, **we see the need for relationship-building between the port and EJ CBOs.**
Forum for Public Comments	0 / 1	The Port should always invite public comment early in decision-making processes and transparently track how they address feedback. While Port NOLA provides standard public comment opportunities for regular meetings, **they should also ensure public comment in special, not regularly scheduled meetings**.
Point of Contact for Community	1 / 1	Port NOLA provides a general community engagement email address and phone number on their website.
Community Advisory Board Or Other Similar Body	0 / 1	**We recommend that Port NOLA fund and convene a community advisory board to support community engagement and gather input on port operations with air quality impacts.** Community advisory boards should include representation of portside EJ CBOs, be representative of the portside communities, and be invited to engage with port decision-makers and oversight bodies regularly.
Workforce Development Program	0.5 / 1	Port NOLA's Clean Ports Program grant includes funds for three CBOs to support equitable workforce development and educational opportunities for the Violet and St. Bernard Parish communities for LIT development. Port NOLA's website announces a workforce development program, but does not specify whether it will utilize Clean Ports Program funding to support green jobs. **We urge the Port to create programs that include training opportunities for marginalized youth and adults, and provide skills training with ZE technologies.**

Is the Port Working With/ Supporting Communities to Reduce Air Pollution Exposure?	0 / 1	**We recommend that Port NOLA look into funding programs to mitigate air quality impacts on surrounding communities, like in-home air monitors and air filters in neighboring communities, green barriers around communities impacted by heavy truck traffic, or home weatherization.**
Strong Process to Engage in Meetings	0.5 / 1	The public can engage in Port Board meetings in New Orleans by attending meetings, offering public comments, and staying informed about the Port's activities. As Port Board meetings typically take place at 1:30 p.m., **we urge the Port to improve access to their meetings by shifting them to the evening and including access to translation and childcare.**
Existence of Process to Give Community Time and Information to Understand Potential Commissioners Before Election or Appointment	0 / 1	The seven-member board of commissioners is appointed by the Louisiana Governor, who selects from a list of three nominees provided by local groups. While the current system has established procedures, Port NOLA can improve community engagement and transparency in the nomination and appointment processes.
Extent to Which the Port's Governing Board Leadership Represents the Community and/or Has Relationships with the Community	0 / 1	We see opportunities for increased EJ advocate representation in the Port NOLA Port Commission. Ports may encourage EJ community representation by designating specific seats for demographic constituencies.
Total for Category 4: Community Engagement and Collaboration	**4 / 12 = 33.3%**	**Long Way To Go**

APPENDIX A:
ABOUT THE CLEAN PORTS REPORT CARD PROJECT

Ports are a major source of harmful air pollution at the local, national, and global level. Pollution from ports poses an especially significant threat to Environmental Justice communities due to historic and ongoing racist zoning practices that place ports adjacent to low-income communities and communities of color.

The Clean Ports Report Card Project

U.S. ports still have a long way to go despite decades of work by zero-emission advocates across the country to encourage ports to reduce their emissions and prioritize transparency and public engagement. The Port Report Card Project originated in 2025 as an accountability and advocacy tool to incentivize ports to reduce their climate and air pollution and engage port-adjacent communities most impacted by their operations.

The Clean Ports Report Card Template

This report card was created using a template developed by advocacy partners from cities across the United States with support from the consulting firm Better World Group. This report card was developed by advocacy partners for clean port advocates to use as a communications tool and to document resource gaps relevant to advocacy.

A "report card team" consisting of Environmental Health Council, Friends of the Earth, Pacific Environment, Sierra Club, Union of Concerned Scientists, Environmental Defense Fund, and Earthjustice provided guidance on initial scoring template development. Environmental Justice organizations across the U.S. were engaged to review and shape the final template, including Southward Environmental Alliance, Parents Engaging Parents, Rise St. James, Environmental Health Coalition, Environmental Community Advocates of Galena Park, Public Citizen, West Oakland Environmental Indicators Project, RiSE4EJ, Communities for a Healthy Bay, and Moving Forward Network.

For more information about the Clean Ports Report Card Project, and to develop your report card, visit cleanportsreportcard.org.

APPENDIX B:

TEMPLATE SCORING RUBRIC

A. Report Card Categories

The Report Card scoring methodology includes a grading scale for four metric categories, as well as a grading scale for all of the categories combined. Ports will be graded on each of the categories:

- **Category 1:** Emissions Inventory
- **Category 2:** Clean Air Planning
- **Category 3:** Emissions Reduction Actions, and
- **Category 4:** Community Engagement and Collaboration

B. Grading Scale for Category Scores

The tables below define the grading scale for each scoring category. Category scores are defined by grade ranges based on the minimum percent of the total applicable points received.

C. Grading Scale for Overall Score

The final table below defines the grading scale for the overall score. Overall scores are defined by grade ranges based on the minimum percent of the total cumulative points received in the four scoring categories.

Category 1 Grading Scale and Definitions: Emissions Inventory
Scores how the port measures emissions, the frequency of this reporting, and whether this reporting is made available to the public.

Score	Min % of Points Received	Definition
Long Way to Go	**0%**	The port does not have an emissions inventory, or it has a very limited inventory that does not cover a broad range of pollutants and/or sectors. The port mostly does not follow federal guidance on reporting.
Just Starting	**50%**	The port has an air quality inventory that measures some key pollutants and/or sectors, but not all. The port does not adequately follow federal guidance on reporting.
Making Progress	**70%**	The port has an air quality inventory that generally follows federal guidance for reporting, but it may not cover all pollutants or sectors, may not be updated frequently, or may not be available to the public.
Approaching Excellence	**80%**	The port has an air quality inventory that follows federal guidance for reporting, but it may not cover all pollutants or sectors, may not be updated frequently, or may not be available to the public.
Gold Standard	**90%**	The port has a complete emissions inventory, covering all relevant emissions sources and pollutants. This inventory is comprehensive, regularly updated, and available to the public.

Category 2 Grading Scale and Definitions: Clean Air Planning

Evaluates the port's targets and milestones for overall emissions reduction and decarbonization of key infrastructure.

Score	Min % of Points Received	Definition
Long Way to Go	**0%**	The port has no emission-reduction aims published or there is no indication of commitment to reducing emissions. Emission reduction is not on the port's agenda.
Just Starting	**50%**	The port has published emission-reduction aims but they are either very general, not measurable, or lack a clear time frame.
Making Progress	**70%**	The port has set emission-reduction aims, but they are either vague, not fully quantifiable, or lack a clear timeline. These goals are somewhat meaningful but could be more robust.
Approaching Excellence	**80%**	The port has set relatively strong emission-reduction goals, but some could be made stronger or more specific and time-bound.
Gold Standard	**90%**	The port has clearly published specific, forward-looking emission-reduction aims with quantifiable goals for significant pollutants. These goals are ambitious, science-based, and have a clear timeline for achievement.

Category 3 Definitions: Emissions Reductions Actions

Evaluates the port's emission reduction actions such as emissions reductions programs or adoption of low or zero-emission technology for drayage trucks, ocean-going vessels, rail, harbor craft, and cargo handling equipment.

Score	Min % of Points Received	Definition
Long Way to Go	**0%**	The port has repeatedly failed to adequately address the health of surrounding communities, and adverse impacts on air quality are not effectively mitigated. Air pollution is high, and there is no clear strategy for improvement.
Just Starting	**50%**	The port has developed approaches to support the health and environmental impacts on surrounding communities but has not yet implemented key actions. Air pollution reduction efforts may be inconsistent or lack comprehensive planning.
Making Progress	**70%**	The port has implemented some programs to minimize its environmental impact, reduce air pollution, and improve quality of life for surrounding communities.
Approaching Excellence	**80%**	The port has made significant progress in the implementation of programs that minimize its environmental impact, reduce air pollution, and improve quality of life for surrounding communities.
Gold Standard	**90%**	The port protects surrounding communities from the health and environmental impacts of operations through comprehensive and proactive mitigation measures. The port has successfully implemented practices to minimize environmental pollution and demonstrates a clear commitment to net-zero emissions and climate resilience.

Category 4 Definitions: Community Engagement and Collaboration

Evaluates the port's emission reduction actions for drayage trucks, ocean-going vessels, rail, harbor craft, and cargo handling equipment.

Score	Min % of Points Received	Definition
Long Way to Go	**0%**	The port rarely engages with surrounding communities.
Just Starting	**50%**	The port occasionally engages with surrounding communities but does not typically consider community input in planning and decision-making processes.
Making Progress	**70%**	The port occasionally or peripherally engages with surrounding communities but could do a lot more to inclusively and meaningfully engage community members in planning and decision-making processes.
Approaching Excellence	**80%**	The port engages with surrounding communities but could do more to inclusively and meaningfully engage community members in planning and decision-making processes.
Gold Standard	**90%**	The port engages with local communities, particularly surrounding low-income and environmentally impacted communities, through meaningful and inclusive collaboration on planning and decision-making processes.

Overall Grading Scale

Evaluates the port's overall score based on percentage of cumulative points earned in all four scoring categories.

Score	Min % of Points Received
Preparing to Launch	0%
Wharf in Progress	50%
Healthier Harbor	70%
Rising Star	80%
Clean Port Champion	90%