Clean Ports Report Card

Port of New York and New Jersey

Prepared by Parents Engaging Parents New Jersey

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THE PORT OF NEW YORK AND NEW JERSEY IS A

Healthier Harbor.

When it comes to cleaning up its air pollution emissions and meaningfully collaborating with the community, the Port of New York and New Jersey (the Port) is a Healthier Harbor. The Port has taken steps to modernize and decarbonize its operations by conducting emissions inventories, developing a Net Zero Roadmap clean air plan, and securing millions in federal funding to support low- and zero-emission projects. However, there is significant room for growth. The Port must strengthen its Net Zero Roadmap with more ambitious and specific interim targets, take greater actions to accelerate its emissions reductions, and improve its engagement and collaboration with community members.

With a total score of 33.7 points and a grade of "Healthier Harbor," the Port of New York and New Jersey has a solid foundation to build on. If implemented properly, the Port's recent funding from the EPA's Clean Ports Program could mark a significant step forward in the Port's journey toward decarbonizing its operations and building partnerships with the portside communities. By centering community voices and prioritizing investment in more ambitious zero-emission initiatives, the Port can chart a new course that delivers economic prosperity without compromising the health and safety of its workers and neighboring communities.

Table 1. Port of New York/New Jersey Clean Ports Report Card Results

Category	Score	Grade
Emissions Inventory	9 / 9 Points = 100%	**Gold Standard**
Clean Air Planning	6.5 / 8 Points = 81.3%	**Approaching Excellence**
Emissions Reductions Actions	11.2 / 18 Points = 62%	**Just Starting**
Community Engagement and Collaboration	7 / 12 Points = 58.3%	**Making Progress**
TOTAL	33.7 / 47 Points = 71.6%	**Healthier Harbor**

Introduction

A. History of the Port and Port Advocacy

The Port of New York and New Jersey (the Port) is the largest port on the East Coast of the United States and the second-busiest port nationally by container volume. Created in 1921 by an interstate compact between New York and New Jersey, the Port is governed jointly by the Port Authority of New York and New Jersey (PANYNJ), a bi-state agency with a unique structure of governance. As an international trade and commerce gateway, the Port spans over 3,000 acres of marine terminals and facilities, linked by rail and road for intermodal transportation. While serving critical functions for the regional and national economy, the Port also creates important environmental and public health challenges to surrounding communities.

Located next to densely populated and historically overburdened neighborhoods and communities, specifically in Newark, Elizabeth, Bayonne, and portions of Staten Island, the Port is home to large numbers of Black, Latino, and immigrant populations who have continued to experience disproportionate pollution from heavy truck traffic, idling ships, and industrial operations. High rates of asthma, cardiovascular disease, and pollution-related health disparities have been documented in these communities, demonstrating the need for significant environmental reform.

The Port has made a variety of public commitments to sustainable actions over the last twenty years, including electrification projects, truck replacement programs, and the clean vessel incentives program. The Port has also scaled back or reversed course on environmental initiatives, such as by abandoning in 2016 an effort to prohibit drayage trucks with engines from model year 2007 or earlier at its terminals. The Port did, however, ban trucks with engines from 1994 through 1998 from operating at the Port while increasing the minimum engine model year for newly registered trucks to 2014. The Port's Clean Air Strategy (2009, updated 2014) focused on lowering nitrogen oxides (NO_x), particulate matter (PM), and greenhouse gas (GHG) emissions associated with port-based sources. In 2018, the Port participated in the World Ports Climate Action Program, and in 2021, the Port adopted net-zero greenhouse gas emissions as a commitment to achieve at its facilities by 2050. Progress has been inconsistent, and implementation gaps remain.

Emissions monitoring and environmental regulation are insufficient. ***Port communities*** such as Elizabeth, NJ, Newark, NJ, and Brooklyn, NY, suffer from disproportionate levels of soot pollution, leading to higher asthma rates and other negative health impacts. For LatinX residents, the exposure to soot pollution is 75% higher compared with White Americans. For Black Americans, the risk of dying from soot pollution is the highest, with a rate of over triple that of White Americans. In New Jersey, over 600,000 adults and 167,000 children are estimated to have asthma currently. The South Ward is the backyard of the Newark Port, the third-largest port in the United States, with more than 3,000 garbage trucks, buses, and other vehicles driving through daily. In the New York metro region, air pollution is estimated to contribute to more than 21,000 children's asthma cases each year. Emissions monitoring and environmental regulation have proven to be extremely

lacking, particularly for the Gulf Coast and in the Mid-Atlantic, Southeast, and Northwest regions within the United States. This has allowed the serious harm done to port communities to go undetected.

The Port leases terminal operations to private shipping companies and terminal operators, such as APM Terminals, Maher Terminals, Port Newark Container Terminal, and Port Liberty. The integration of private firms within Port grounds can create questions around regulation and accountability since substantial operating powers and decisions rest in the hands of the tenants rather than the Port.

At the Port, there remains substantial unresolved community complaints related to transparency, enforcement, and inclusion in decision-making processes.

The Port participates in several voluntary environmental efforts, including:

- Clean Vessel Incentives and Environmental Ship Index
- Port Electrification Coalition
- Clean Air Northeast Partners Group
- American Association of Port Authorities' Environmental Committee
- International Association of Ports and Harbors' Climate and Energy Committee
- Alternative Marine Fuel Committee
- Northeast States for Coordinated Air Use Management (NESCAUM)

Ultimately, this report card aims to:

- Improve the Port's engagement with community organizations to develop and adopt their plans. Advocacy groups can utilize the report card to engage their community to work with the Port, hold the Port accountable to their own goals for sustainability, and encourage the Port to set new, more ambitious sustainability goals.
- Serve as a tool for advocating for more funding from the public and private sectors for avoiding, mitigating, and remediating port pollution.
- Encourage the EPA to produce report cards on ports across the nation and/or to update their port map that employs outdated and overly broad measures, and to promote more local community input into the federal grantmaking process.

B. About the Grading Team

Parents Engaging Parents, Inc. (PEPNJ): From Community Wellness to Environmental Justice Advocacy

Parents Engaging Parents, Inc. (PEPNJ) was born out of a deeply rooted commitment to improving the health and well-being of families across New Jersey. At our core, our pillars are centered on

economics, education, health, and Social Justice: Environmental Justice — pillars that guide us as we engage communities, advocate for policy change, and build partnerships that amplify our collective voice.

Our journey in advocacy began by addressing the barriers our communities face in accessing mental and physical health services. We saw firsthand how systemic inequities and environmental factors contribute to poor health outcomes, particularly in Black and Brown communities living near industrial corridors. This realization naturally expanded our focus from individual wellness to the environments in which our families live, learn, and grow.

The environmental justice connection became undeniable. Air pollution from the Port of New York and New Jersey is a major contributor to asthma, cardiovascular disease, and premature deaths in surrounding communities. Understanding this, PEPNJ stepped forward to advocate for cleaner practices, recognizing that true health and wellness cannot be achieved without addressing environmental harm.

To strengthen this work, we built partnerships with respected environmental organizations, such as **Friends of the Earth (FOE) (Terrance Bankston & Tyler Johnson), and Pacific Environment**. Through these collaborations, we formed an Environmental Coalition. We leveraged their expertise to deepen our understanding of the complex layers and root causes of port-related pollution, including diesel truck traffic and cargo handling equipment. Working with **FOE** helped us see how these systems interact and which policy levers hold the most promise for change.

Through our engagement with **Pacific Environment,** we connected local organizing to global strategies for port decarbonization, like advocating for **shore power, bringing to light the damage caused by** ocean-going vessels idling at berths, and halting expansion of maritime fossil fuel infrastructure. These solutions reduce emissions directly at the source, improving air quality in communities most impacted by port operations.

While we don't claim to be technical experts, **our strength lies in our commitment to learn, research, and advocate alongside those who are**. We bring the lived experience and the voices of families who bear the health burdens of pollution. This is why we engage directly with leaders at the Port of NYNJ to hold them accountable to their promises for a cleaner, healthier future.

At PEPNJ, our advocacy is rooted in hope and collective responsibility. We believe that investing time in education, building meaningful partnerships, and centering community voices are key to driving sustainable change. Together with our partners and community members, we remain steadfast in our mission: **to create a healthier, more equitable environment for every child and family across New Jersey.**

Photo 1. July 31st PANYNJ Port Tour —(far left) Altorice Frazier (PE), Mr. Louis White (PEPNJ), Jaime Yates (PE), Almond Proctor (PEPNJ), Carolina Velazquez (PE) (far right) Tanja Grzeskowitz (PANYNJ), Darnell Plant (PEPNJ), Erica Beverett (PEPNJ)

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.*

The Port of New York and New Jersey has been publishing emissions inventories (EI) for nearly two decades. The Port currently publishes multi-facility EIs on an annual basis, covering cargo handling equipment, heavy-duty diesel vehicles, railroad locomotives, and commercial marine vessels, earning it a "Gold Standard" score in this section. Below, we recommend two actions to make the Port of New York and New Jersey's EI's more comprehensive: **including assessment of Diesel PM from truck pollution, and private terminals like Arthur Kill / Kill Van Kull.**

Table 2. Emissions Inventory Scores

Metric	Points	Score Explanation
Emissions Inventory (EI)	2 / 2	The Port published its first EI in 2007, and its most recent EI was published in 2025.
Inventory Is Published On the Port's Website	1 / 1	The Port publishes its EI on its website. The EI can be found on the port's website by searching: Air emissions inventories and related studies.
Frequent Inventory Updates	1 / 1	The Port produces an annual inventory of its greenhouse gas emissions as part of its commitment to achieving net-zero goals.

Inventoried Pollutants	1 / 1	The Port's EI includes data on six criteria pollutants: nitrogen oxides, particulate matter (PM10 and PM2.5), carbon monoxide, sulfur dioxide, and volatile organic compounds (VOC), all of which are regulated by the EPA. The Port's EI also includes greenhouse gas emissions. **We recommend that in the Port's next EI, they include Diesel PM, which is important for communities heavily impacted by truck pollution.** Other major ports like LA, Long Beach, Oakland, Seattle, and Tacoma include Diesel PM in their inventories.
Inventoried Sectors	1 / 1	The Port's EI tracks pollution from all major sectors - ocean-going vessels, harbor vessels, cargo handling equipment, rail, and heavy-duty vehicles.
For ports with multiple terminals, do they include all terminals in the inventory?	1 / 1	The Port includes all terminals that it owns and governs in its emission reports. However, it does not include emissions from private terminals and facilities along waterways like the Arthur Kill/Kill Van Kull in their EI. Other ports, like the Port of Houston, do include private ports in their EIs. **We urge the Port to include private terminals in its EIs moving forward.**
The Extent To Which EI Methodology Aligns With EPA's EI Guidelines	2 / 2	The Port's emissions inventory methodology generally aligns with the EPA's guidelines, but there is room for improvement. For instance, instead of using the New York/New Jersey/Long Island Non-Attainment Area (NYNJLINA) as the boundary for heavy duty vehicle (i.e., drayage truck) emissions in the EI, EPA guidance recommends including emissions out to the first intermodal transfer point—and the CY 2022 GHG report by SC&A for PANYNJ suggests capturing emissions until the first point of rest (out to a maximum distance of 400 miles).
Total for Category 1: Emissions Inventory	**9 / 9 = 100%**	**Gold Standard**

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.*

PANYNJ's Net Zero Roadmap, published in 2023, sets a target to achieve net-zero carbon emissions by 2050 for its entire operations, including the Port of NYNJ as well as the various air and land transportation infrastructure within the PANYNJ's jurisdiction. The Roadmap establishes interim targets to meet this goal, including a 50% reduction in emissions under their direct operational control (scope 1 and 2) by 2030. The Net Zero Roadmap identifies 12 strategies and over 40 specific actions for the port to take to meet its 2030 and 2050 goals.

However, the Net Zero Roadmap is a high-level strategy document that does not provide concrete actions or a clear timeline to allow impacted communities to know what improvements will be made and when. Without a clear and concrete action plan, there is also no way for impacted communities to monitor progress and assess whether the Port is on track to achieve the net-zero goal. Furthermore, of the twelve strategies listed in the Roadmap, only one addresses seaport operations specifically. **The Port should develop a more detailed plan that identifies specific actions it will take to reduce emissions for all emission scopes.**

In particular, the lack of a goal and plan to fully build out shore power by 2035 is a notable and urgent gap. According to the 2023 Port of New York and New Jersey Emissions Inventory, ocean-going vessel operations comprise 53% of Port NOx emissions, 36% of PM2.5 emissions, and 97% of SO2 emissions, showing that a broad initiative for shore power and vessel emissions reductions is crucial.

While achieving net zero GHG emissions by 2050 is commendable and broadly in line with goals to limit global temperature rise to 1.5°C above pre-industrial levels, we need greater ambition to avoid further climate catastrophe. Deeper emissions cuts are needed in this decade, according to the Intergovernmental Panel on Climate Change (IPCC) (Special Report 2018). Specifically, global emissions need to fall by about 43% by 2030 from 2019 levels. The Net Zero Roadmap currently has an interim target of achieving a 50% reduction by 2030 from the 2006 baseline. To keep in line with the IPCC's recommendation, **PANYNJ needs to raise the ambition of its interim goal.** Furthermore, while PANYNJ aims to achieve net-zero by 2050, GHG emissions at the seaport continue to rise with CO2e up 17% from the 2006 baseline, according to the most recent EI for marine terminal facilities, which accounts for scope 3 emissions. Stronger commitments are needed The Port owns and governs five container terminals, three auto terminals, one cruise terminal, a ferry terminal, and numerous public berths. The Port also includes four on-dock and near-dock

intermodal rail facilities that move containers between the seaport and locations in the Midwest, New England, and Eastern Canada. In its Net Zero Roadmap the PANYNJ acknowledges that "although the Port Authority does not directly own, operate, or control marine vessels, drayage trucks, or the MHE [material handling equipment] used to move cargo, it can support the reduction of their emissions through policies that support the installation of needed infrastructure and through incentives that encourage transitions to zero-emission energy".

Table 3. Clean Air Planning Scores

Metric	Points	Score Explanation
Clean Air Planning	2 / 2	PANYNJ published its agency-wide clean air plan, the "Net Zero Roadmap", in 2023, a high-level strategy document that does not provide concrete actions or a clear timeline. **The Port should develop a more detailed plan that identifies specific actions to reduce emissions for all emission scopes.**
Emissions Reduction Target	1 / 1	PANYJ has set a target to achieve net-zero carbon emissions by 2050 for its entire operations, however the Port of NYNJ does not have its own port-specific emissions reduction targets. To reach their goal, PANYNJ established interim targets, including a 50% reduction in emissions under their direct operational control by 2030, building on a previous commitment to reduce direct emissions by 35% by 2025. While we recognize the progress made by setting these goals, they are not strong enough to achieve the urgent emissions reductions needed to address the climate crisis. To keep in line with the IPCC's recommendation of reducing emissions by about 43% by 2030 from 2019 levels, **the Port needs to raise the ambition of its interim goal.**
Drayage Truck Electrification Target: % By Date	1/ 1	The Port has a goal to increase the adoption of zero-emission drayage trucks (Action 10.2 in the Net Zero Roadmap plan). The plan includes interim goals to conduct stakeholder engagement, explore ZE truck financing opportunities, and install charging infrastructure. This includes a goal to complete the installation of four DC fast chargers for drayage trucks by 2025. However, the plan lacks specification related to setting or committing to specific targets for truck electrification, funding, and transition dates.

Ocean-Going Vessels Target: Target for Shore Power	0.5 / 1	The Port has established a goal to support the transition to zero-emission ocean-going vessels (Actions 10.4 and 10.5 in the Net Zero Roadmap). The actions are vague and insufficient, given that ships are the largest source of emissions at the Port, accounting for nearly 40% of PM2.5 and over 50% of NOx. Stated actions include to "Explore technology and policy options to address the need for shore power infrastructure" by 2030. Shore power is a proven technology that has been widely adopted globally since the 2010s. **Environmental justice advocates urge the Port to set a goal and establish a plan to fully build out shore power by 2035.** The Roadmap also includes actions to "Investigate the development of Green Shipping Corridors" by 2025 and to assess current and future alternative fuel availability and support the development of associated fuel distribution and storage infrastructure" by 2030. While commendable, these goals are vague and lack urgency.
Rail Target	0.5 / 1	The Port has established a goal to "increase the use of intermodal rail (Action 10.3 in the Net Zero Roadmap), which includes the goal to explore opportunities to decarbonize New York-New Jersey Rail (NYNJR) by 2030. This plan lacks a clear goal and plan to reach zero emissions for the port's rail sector and does not mention plans to invest in zero-emission switcher locomotives.
Harbor Craft Target	0.5 / 1	The Port has established a goal to support the transition to zero-emission harbor craft (Action 10.5 in the Net Zero Roadmap) but lacks specific targets, milestones, and an implementation plan. In 2023, the Port conducted a study of the market readiness of low- and zero-emission ferry vessels and the feasibility of transitioning to zero-emission ferry operations between Hoboken and Manhattan. The study found that 100% electric-capable ferry vessels are currently viable, but there is no access to charging infrastructure. In its Net Zero Roadmap, the Port states that it has no influence or authority over other harbor craft working at the port and must therefore coordinate with owners of those vessels to identify opportunities to decarbonize these harbor crafts and create new requirements in future Port ferry service contracts to begin transitioning ferries to net zero.

Cargo Handling Equipment Target	1 / 1	The Port has established a goal to transition to zero-emission marine handling equipment by 2050 (Action 10.1 in the Net Zero Roadmap). Since then, it has updated its Marine Terminal Tariff in 2022 to require the transition to zero-emission cargo handling equipment, "to the extent practicable…". However, the Roadmap also includes a vague goal to continue implementing and updating this program through 2030, as well as to explore incentives and new technologies for zero-emission cargo handling equipment by 2030. While the Port lacks clear targets and milestones, it is making good progress and has the resources to sustain this work.
Total for Category 2: Clean Air Planning	**6.5 / 8 Points = 81.3%**	**Approaching Excellence**

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.*

The Port of New York and New Jersey has made progress on reducing emissions, particularly in pursuing funding for ZE infrastructure and accelerating electrification of cargo handling equipment; however, due to the lack of vessel shore power and room for improvement in reducing emissions in drayage trucks and rail, the Port ultimately scored "Just Starting."

Notably, the Port of New York and New Jersey was awarded a $451 million EPA Clean Ports Program grant in 2024 to fund new zero-emission equipment and infrastructure, and pursue comprehensive climate and air quality planning. This proposed project is a key opportunity for the port to electrify ferries, cargo handling equipment, and drayage trucks, and modernize its infrastructure to support these investments.

Electrifying mobile sources and their fueling infrastructure at the Port of New York & New Jersey makes sense from a public health and environmental justice perspective. The International Council on Clean Transportation (ICCT) published an analysis in 2023 that found that, under a full electrification scenario for ocean-going vessels, harbor craft, and drayage trucks, PM2.5 emissions could be reduced by 69%, with air quality improvements equating to at least $150 million per year in health benefits. Below, we evaluate the Port's emissions reduction actions and make recommendations for Port action for each type of equipment or infrastructure.

As shown in Table 4a., the Port has several initiatives and programs to promote the adoption of cleaner trucks, particularly for drayage operations at its port facilities. The Port has a Truck Replacement Program, which reduces truck pollution by covering up to 50% of the cost of replacing old diesel Class 8 trucks with newer trucks - either diesel trucks with emissions control technologies, or ZE trucks. Under this program, eligible applicants may receive grant funding to cover up to 50% of the cost of the replacement truck, or a maximum of $25,000 per truck (with a limit of two trucks per applicant). According to the Port's Net Zero Roadmap, in 2023 more than 900 old trucks had been replaced with cleaner, less emitting models through this program. Additionally, the Port recently received funding for its proposed Green Drayage Accelerator (GDA) program, which will focus on replacing diesel trucks with ZE alternatives.

Table 4a. Emissions Reduction Actions Scores: Drayage Trucks

Metric	Points	Score Explanation
Drayage Trucks		
Rate Progress Towards Truck Electrification Goal/ Interim Goal	1.33 / 2	While the Port has made some progress, **it must develop clear targets for truck electrification to address the tremendous health, traffic safety, vibration, and noise impacts that diesel drayage trucks create in EJ communities daily.**
Existence of Programs to Incentivize or Provide Subsidies to Facilitate the Adoption of ZE Trucks	1 / 1	Through the 2024 EPA Clean Ports Program grant, the Port received funding for its proposed ZE Equipment for Ports (ZEEP) and Green Drayage Accelerator (GDA) programs, which will focus on replacing diesel trucks with ZE alternatives and increasing EV charging capacity near the port. The Port's Clean Ports Program proposal included the purchase of seventy-nine electric drayage trucks and seventy-four electric terminal tractors.
Existence of Programs Like Truck Replacement or Idle Reduction Programs	0.5 / 0.5	The Port has a truck replacement program that provides financial incentives to truck companies to replace older, dirtier diesel engine models with newer, cleaner ones. While the program has focused on replacing older diesel trucks with newer diesel models, the goal is to shift towards the adoption of zero-emission trucks.

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, resulting in significant air quality and public health benefits. In 2024, an ICCT analysis found that the New York City port complex area had the highest need for shore power in the United States, determining that nearly 3.2 million lower-income residents were living in non-attainment zones around ports that generated 2,600 tons of air pollutants from at-berth vessels.

While the Port of New York and New Jersey does not currently have shore power systems,[1] it is beginning to make progress. The Port's EPA Clean Ports Program grant includes a proposal to install

[1] We recognize that the Port had previously invested in a shore power system, specifically at the Brooklyn Cruise terminal, where vessels connect to shore power roughly 50% of the time. The comment related to this metric reflects the revised ownership of the Brooklyn Cruise Terminal which is now owned by New York City as a result of a land swap agreement.

a new shore power system at all four berths at the Port Elizabeth Marine Terminal. **We recommend that the Port earmark additional investments in shore power in its next Capital Improvement Plan (CIP)**. The Port also offers a Clean Vessel Incentive (CVI) Program, which offers financial incentives to encourage OGV operators of ocean-going vessels to voluntarily make engine, fuel, and technology enhancements that reduce emissions beyond the regulatory standards. The CVI Program's scoring system takes into account a vessel's Environmental Ship Index (ESI) score, which rewards vessels that are equipped to plug into shore power. **We recommend that the Port continue to engage with the ESI 2.0 program and take steps to increase the participation rate. As shore power systems come online, the Port should require shore-power capable vessels to plug in, and require all vessels to use shore power once all systems are in place.**

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

Metric	Points	Score Explanation
Ocean-Going Vessels		
Is the Port Making Adequate Progress Towards Meeting Its At Berth Pollution Reduction Goal (Installing Shore Power Capacity)	1 / 2	The Port has made efforts to reduce pollution from ocean-going vessels by advancing shore power development projects, specifically at their Brooklyn Cruise Terminal. While the Port no longer owns the Brooklyn Cruise Terminal, the grading team recognizes this significant investment in the grading of the metrics in this section. The Port also received a grant through the EPA Clean Port Program to install a new shore power system at a terminal in Port Elizabeth. However, there are no other plans or funds allocated to advancing shore power goals in their current CIP (2017-2026) for shore power infrastructure. **We strongly recommend that the Port firm up its commitment and earmark investments for shore power in its next CIP.**
Percent of Vessels Visiting the Port That Plug Into Shore Power	.33 / 1	According to a 2022 EPA report, vessels connect to the available shore power 50% of the time at the Brooklyn Cruise Terminal (page 33). **As shore power systems come online, the Port should require shore-power capable vessels to plug in, and require *all* vessels to use shore power once all systems are in place.**

Percent of the Port's Berths That Have a Shore Power Connection	.33 / 1	While the Port no longer owns the Brooklyn Cruise Terminal, the grading team recognizes the investment the Port made in installing a shore power system at the Brooklyn Cruise Terminal prior to divesting from the terminal in 2024. The Port has made some progress in securing funding to install shore power infrastructure at Port Elizabeth.

Below, we evaluate the Port's actions to reduce emissions from locomotives that serve the Port's marine container terminals. While the Port has made some progress in upgrading railyard infrastructure and reducing locomotive activity near at-risk populations, they have yet to upgrade all locomotives and invest in electric locomotives. **We recommend the port take greater action in upgrading older locomotives, investing in battery electric switcher locomotives, and minimizing railyard activity near at-risk populations.**

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 the Port has invested in battery electric switcher locomotives.
Has the Port Taken Action to Monitor and Reduce Idle Emissions from Locomotives and Switchers?	0.5 / 1	The port has taken action to invest in technologies to reduce idle emissions; for example, the Port has two Tier 4 engines and in 2009, retrofitted two diesel switcher locomotives with lower-emitting GENSET technology (according to the Port Authority Board Meeting minutes from July 23, 2009). The Port does not monitor idling emissions.
What Percent of Older Locomotives Has The Port Upgraded?	0.67 / 1	Two of the Port's five switcher locomotives meet EPA Tier 4 engine standards. However, the Port is actively working towards reducing emissions, including upgrading locomotives.

Has the Port Taken Action to Minimize Locomotive Activity Near At-Risk Populations?	0.5 / 0.5	Port's two Tier 4 switchers are presently operating at the Greenville rail yard, which should reduce emissions to the Greenville community. The Port is studying alternatives like a cross-harbor freight tunnel and expanded railcar float operations to reduce reliance on trucks and potentially shift freight movement to more efficient rail and marine transport, which could reduce overall emissions, including from locomotives.

Below, we evaluate the Port's actions to reduce harbor craft emissions, which include emissions from ferries, fish boats, tugboats, and other service craft. A recent ICCT analysis found that electrifying harbor craft alone could reduce PM2.5 emissions for NY/NJ by 30%. We note that while Ports don't usually own the harbor craft operating within their jurisdiction, they can and should work with tug and dredge operators to reduce emissions. While the Port has made progress in accelerating harbor craft engine upgrades, **we recommend investing in shore power connections at their 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	Unfortunately, the Port does not have harbor craft berths that offer shore power connections. **The Port should invest in shore power** to enable harbor craft to turn off their auxiliary engines while at berth, reducing emissions and noise pollution in the port area.

Does the Port Have A Program to Accelerate Harbor Craft Engine Upgrades?	1 / 1	The Port has undertaken projects to retrofit tugboat and ferry engines. One program involving the Port of New York and New Jersey spent $4 million to replace 39 engines in 15 vessels between 2006 and 2007. A later round of funding was expected to replace up to 28 main engines and 19 auxiliary engines in up to 10 additional vessels. The Port set a goal in the Roadmap to include new requirements in Port ferry service contracts to begin transitioning ferries to net zero by 2025. The Port manages a contract with a private operator to run the ferry between Hoboken and Brookfield ferry terminals through a public/private partnership with NY Waterways. In 2024, the Port entered a new contract with NY Waterways for their ferry services that requires NY Waterways to deploy hybrid ferries starting in 2026, with full implementation by 2029.
Electrification of Harbor Craft	0 / 1	As mentioned in their Net Zero Roadmap, the Port is exploring the feasibility of electric harbor craft, developing supporting infrastructure like charging stations, and collaborating with stakeholders to achieve its goals. **We urge the Port to identify specific and concrete collaborative action with tug and barge operators to transition their vessel fleet. The Port should also require any harbor craft involved in future dredging operations to be zero-emission**.

Below, we evaluate the Port's actions to reduce cargo handling equipment emissions, including the Port's significant progress in electrifying cargo handling equipment.

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

Metric	Points	Score Explanation
Cargo Handling Equipment		
Port Progress on Electrifying Cargo Handling Equipment	1 / 1	The Port is making significant progress in electrifying cargo handling equipment. Under New Jersey Department of Environmental Protection's (NJDEP) Cargo Handling Equipment at Ports and Rail Yards rule, as of March 2025, new terminal tractors added to the port fleet must be zero-emission vehicles. The Port is also on track to meet its 2026 target for zero-emission ship-to-shore and rail-mounted gantry cranes. Additionally, the Port has already achieved its goal of using 100% renewable energy to power all cargo-handling terminals, eight years ahead of schedule. The Port has 89 electric out of 91-gantry cranes. They have purchased 10 electric yard tractors, and their EPA Clean Ports Program grant and Marine Tariff will support continued investments in clean/electric CHE.
Existence of a Program to Optimize Loading/ Unloading Time	1 / 1	The Port uses programs such as port management information system (PMIS) and a Terminal Operating System to streamline cargo handling equipment (CHE) operations, optimize truck movement, improve port efficiency, and lower emissions.
Does the Port Have a Program to Update Cargo Handling Equipment to Be Cleaner?	1 / 1	The Port has a program to update cargo handling equipment to be cleaner. The Cargo Handling Equipment Fleet Modernization Incentive Program provides financial incentives for tenants to replace older, higher-emission equipment with newer, cleaner alternatives like Tier IV engines or electric/hybrid options. Furthermore, The Port received funding in their 2024 EPA Clean Ports Program grant, for a proposed Zero-Emission Equipment for Ports (ZEEP) Voucher Incentive Program, which will support the deployment of electric cargo handling equipment.

The Port of New York and New Jersey ultimately scored "Just Starting" on emissions reduction actions; we commend the Port for applying for and receiving funding through the EPA's Clean Ports Program and their commitment to making historic investments in cleaning up the Port. We recommend that the Port continue to explore federal, state, and alternative funding to accelerate the transition to clean energy.

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	1 / 1	In the last year, the Port has more actively applied for and received both federal and state funding to support its zero-emission and emissions reduction initiatives. Of note are the $451 million for ZE technologies and $3 million for clean air planning grants that the Port secured from the EPA Clean Ports Program. However, given that the Port has a long way to go to both plan and implement emission reduction actions, we strongly recommend that the Port consistently apply for federal and state funding, such as the Port Infrastructure Development Program, the Volkswagen Mitigation Fund, and RGGI funds, in the coming years. The Port should also actively explore alternative funding mechanisms and innovative public-private investments.
Total for Category 3: Emissions Reductions Actions	**11.2 / 18 = 62%**	**Just Starting**

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.*

Unlike other major U.S. ports such as the Port of Houston, Port of San Diego, and Port of Long Beach, the Port of New York and New Jersey does not have a comprehensive community engagement program or policy. The Port of New York and New Jersey has made some progress in its engagement with surrounding communities, but there are a number of adjustments the Port can make to enhance collaboration and trust. For example, **to allow for robust community member participation in Port Authority Board Meetings the Port must make every effort to ensure board meetings are convenient and accessible for port-adjacent residents. To improve accessibility of meetings, the Port should implement evening hour start times, transportation stipends, child care vouchers, catered food, and translation services.**

Table 5. Community Engagement and Collaboration Scores

Metric	Points	Score Explanation
Community Engagement Program	1 / 2	The Port engages with community-based organizations such as Parents Engaging Parents New Jersey (PEPNJ). During these engagements, information is shared through port tours and access to port meetings and senior staff members. The port also engages with South Ward Environmental Alliance's (SWEA) Port Advisory Council. Broader community engagement based on the needs and health interests of portside communities is also facilitated by the Port. **However, the Port should develop a clear community engagement plan and program, and communicate that program publicly on its website.**

Quality/ Integrity Of Partnership With CBOs	1 / 2	The Port seeks community engagement funding for partnerships with CBOs; however, the Port falls short of successful and trust-building collaboration with portside environmental justice community CBOs. We have recently seen advancement in the Port's approach and potential investments in partnerships with CBOs through the Port's Clean Ports Program grant. As mentioned previously, in 2025, the Port received $3 million in funding from the EPA Clean Ports Program to do planning and community outreach within the port and near-port communities.
Forum for Public Comments	0.5 / 1	The Port allows for public comment in-person at their Board meetings and also allows written comments and pre-recorded video comments to be submitted before the board meeting. **However, the Port should improve its forum for public comments by clearly documenting, responding to, and integrating the community's concerns and suggestions into its decision-making**.
Point of Contact for Community	1 / 1	There is a point of contact for community members to engage with the Port. The Port's contact has been committed to facilitating meaningful engagement with portside environmental justice community members. **However, we recommend that the community liaison and their contact information be made clear on the Port's website.**
Community Advisory Board Or Other Similar Body	1 / 1	The Port received funding to establish, fund, and convene a Port Community Advisory Council through its Clean Ports Program Climate and Air Quality Planning Grant Project. The Port Community Advisory Council will be led by community leaders representing environmental justice communities and may serve as a forum for public comment. **Once this group is convened, the Port Advisory Council meetings should be posted on the Port's website.** Before receiving the Clean Ports Program funding, the Port did not sponsor a Community Advisory Board, but it has been an active member of the Port Advisory Council SWEA convenes.

Workforce Development Program	1 / 1	The Port has workforce development programs, but they do not focus on zero-emission jobs training. However, their Clean Ports Program proposal allocates $820,000 of funding to train 374 workers in operations and maintenance of new ZE equipment and infrastructure. **The Port should work with portside community groups to develop these green jobs training and/or internship opportunities for youth, college students, and adults.**
Is the Port Working With/ Supporting Communities to Reduce Air Pollution Exposure?	0.5 / 1	With a recent grant from the EPA Clean Ports Program for climate and clean air planning ($3M), the Port plans to work with portside community groups to establish an expanded port advisory committee and a community-centric air monitoring project. The planning will include analyses to reduce the community's exposure to air pollution by considering optimal locations for future infrastructures. **The Port should continue to collaborate with portside communities to monitor and reduce air pollution exposure in the community. Additional actions include providing in-home air monitors and air filters in neighboring communities and/or create green barriers to protect portside communities from high-emissions areas.**
Strong Process to Engage in Meetings	0.5 / 1	The Port Authority's agency-wide Board Meetings are conducted during working hours, which can be a barrier to robust community participation. Meetings can be live-streamed on the port's website and through YouTube, and agendas are listed on the port's website by 12:00 p.m. on the Friday before each scheduled meeting date. While we recognize that these Board Meetings are agency-wide and the Port has limited influence over the logistics, we recommend that the Port work with the Port Authority to **help enable portside environmental justice communities to participate by holding meetings in the evenings and providing 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 Port does not have an established process to inform the public about potential port commissioners before their appointment and to ensure that communities have the time and information to share their issues and concerns.** The Port's Board of Commissioners is composed of 12 members, with each state's governor appointing six individuals. These appointments are subject to the advice and consent of the respective state senates. Commissioners serve six-year terms, and the positions are unpaid.
Extent to Which the Port's Governing Board Leadership Represents the Community and/or Has Relationships with the Community	.5 / 1	The Port's Board of Commissioners exemplifies weak relationships with portside environmental justice communities. The Board of Commissioners should be representative of the portside environmental justice community and their interests, by norm or by rule. **The Port should encourage environmental justice community representation by designating specific seats for certain demographic constituencies.**
Total for Category 4: Community Engagement and Collaboration	**7 / 12 = 58.3%**	**Making Progress**

APPENDIX A
ABOUT THE CLEAN PORTS REPORT CARD PROJECT

Ports are a major source of harmful air pollution at the local, national, and global levels. 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 Reduction 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%