THE NORTHWEST SEAPORT ALLIANCE
Gateway to Solutions

# Zero emission drayage trucks

## Position

**The NWSA supports the Governor's proposed $6.3 million in funding to support a zero emission drayage truck demonstration project.**

The Governor's budget specifies the funds should be used for "battery electric" trucks. The NWSA requests this be replaced with "zero emission" to be technology neutral. Currently, the Governor recommends the funding in the operating budget. The NWSA is open to it being located in either the operating or transportation budget.



## Background

In 2021, the NWSA updated its Northwest Ports Clean Air Strategy setting the goal to eliminate marine cargo related greenhouse gas emissions by 2050. Part of this strategy involves the replacement of diesel powered drayage trucks with zero emission vehicles.

Roughly 4,500 heavy duty Class 8 trucks call on NWSA facilities and serve as the second largest source of GHG emissions in their scope of operations.

| Project funding | |
|---|---|
| Federal CMAQ funds | $ 2.8 million |
| Private match | $ 1.7 million |
| NWSA | $ 0.4 million |
| 2022 Supplemental Transportation Budget | $ 0.4 million |
| *State (proposed)* | *$ 6.3 million* |
| **TOTAL** | **$11.6 million** |

Zero emission drayage trucks are becoming more available but remain more expensive to purchase than diesel trucks, which typically are purchased second or third hand by the independent owner-operators that make up the bulk of the fleet. While the total cost of ownership over the full lifetime of the equipment may be less than a diesel truck, the initial cost of entry is still too high for individual owner-operators to justify.

The NWSA is planning for a zero emission truck pilot

*"Thus, this drayage zero-emission demonstration, which prioritizes scrappage of older diesel trucks, would reduce diesel pollution in environmental justice communities..."*

*- Clean and Prosperous WA,* Washington's Decisive Decade



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program covering 30 or more class-8 drayage and will need an estimated $6.3 million in external funding within the next five years to complete.

This project is scalable, depending on external funding. This demonstration project would reduce carbon emissions by 58,000 tCO2e.



## How does the state benefit?

This specific project focuses on a 20 truck demonstration. Scaling across the full drayage fleet could offer more efficient use of shared infrastructure and other benefits of scale. Assuming the results of this case study scale to the full range of 4,500 drayage trucks active at the port, total benefits would be 3.4 million tons of CO2 avoided; $140 million in climate benefits; and $220 million in public health benefits.

Drayage trucks serve marine terminals in both Seattle and Tacoma. The census tract that includes these terminals and surrounding census tracts through which the truck drive on a regular basis all score a 9 or 10 out of 10 for the "diesel pollution and disproportionate impacts" index, according to the Washington State Department of Health.

Many of the trucks' owner operators are new Americans and people of color who often both live and work in communities disproportionately impacted by diesel pollution.

*"These policies should include: incentives for replacement of the most polluting diesel engines…"*
*- Chapter 348, Laws of 2007*