

Port Environmental Justice Tour October 31, 2016



PORT OF NEWARK & ELIZABETH: 3rd largest seaport in nation, #1 on East Coast

- Handled 3,342,286 cargo containers (2014)
- 5.4 % increase in total container traffic (2013), an increase that continues into 2016
- Busiest on the East Coast with nearly 30 percent of the total market share
- Dollar value of all cargo that moved through the port exceeded \$200 billion
- Port Newark primarily receives bulk goods, cement, metals, juice oils, etc. Although the doubling of the Port Newark Container Terminal has increased significantly the containerized goods through Port Newark.
- Approximately 10-12,000 diesel (drayage, short haul) truck trips a day generated from the ports,
- 75% of port-related trips remain within a 50 mile radius in the NY/NJ metropolitan area as discretionary cargo that is being processed and consumed in the region.
- NO air monitoring in/around entire port complex. All emissions estimates are based on computer models. No mandate to monitor emissions from port operations on or off port property by the NJDEP or EPA. Worker and resident impacts.
- Maximum rail capacity at the ports if the rail infrastructure was to be fully built out would still only be able to handle up to 25% of the total cargo (due to the short haul nature of most cargo destinations)
- Anticipate increase in cargo from the introduction of Post Panamax ships will create bottlenecks and congestion in an already congested port system that is not prepared to handle peak volume from the tremendous numbers of containers to be handled by post panamax ships. This will likely exacerbate queues and pollution.
- All the cargo handling equipment (e.g. cranes and straddlers) and most rail operations operate with diesel fuel, but can be electrified or replaced with cleaner engines
- Ships docked in port for days, burning fuel. EPA studies show the emissions from the ships alone result in thousands of premature deaths. Proven, cost effective mobile pollution capturing devices (e.g. AMECS) and Ship electric shore power “plug ins” are already required on the West Coast and would reduce emissions by 95% or more.
- Queue lines at the terminals can average 2-4 hours sometimes much longer depending on the time of day and year. These lines exacerbate emissions from diesel engines, wait times also present off port properties where drivers must pick up chassis and containers and where they also line up for hours
- Over 80% of drivers in the port industry are misclassified as Owner Operators, paid an average of \$28,000/year with no access to work protections like health insurance, disability, OSHA standards, or right to organize. Middle men companies control conditions and terms of work, setting rates (average \$200/load) from which drivers must bear all the costs from tolls, to maintenance to wait times. This is a low road model of employment.

TRUCK BAN - TRUCK REPLACEMENT

- PANYNJ previously approved a policy that would ban of 2007 and older engine diesel trucks from the ports starting on January 1, 2017, but was later rescinded by the PA (Jan'16). This ban would've forced the port trucking industry to quickly turn over the fleet.
- PA first issued loans and then grants to turn over only the very oldest frequent calling trucks (1994 and older)
- Average age of most port drayage trucks is from 1996 to 2002.
- Need large capital investment to turn over fleet
- Lesniak Bill would establish a container fee to be used for truck replacement
- Volkswagen settlement money is another potential source for truck replacement and other zero emission options

NEWARK LIBERTY INTERNATIONAL AIRPORT

- Flight pattern of planes flying from Newark Airport has significantly increased and generates a great amount of noise and air pollution. Disturbing the residents and nearby schools. A NJDEP study of the air emissions from Teterboro airport showed a significant amount of air pollution from plane engines and related airport equipment and traffic. ¹
- Recently PA held public information sessions about the increased impact of noise from new traffic patterns into Newark airport that will impact sections of the East and South Wards in Newark. Mitigation should be provided in the form of funding to soundproof schools and other vulnerable areas. Schools like Hawkins Street School are required to pause several times a day to allow plane noise to subside taking away precious classroom learning time. Studies show constant loud noises are related to increases in chronic stress levels and the potential to exacerbate underlying medical issues like asthma and heart conditions. ²

¹ <http://www.state.nj.us/dep/dsr/teterboro/>

² Haines, Mary M., et al. "Chronic aircraft noise exposure, stress responses, mental health and cognitive performance in school children." *Psychological medicine* 31.02 (2001): 265-277.

SOUTH WARD POINTS OF INTEREST

FRELINGHUYSEN AVENUE CORRIDOR

There are 5 points from which port trucks enter this South Ward neighborhood – Empire Street, Meeker Avenue, Route 22/78, Haynes and McClellan Avenues. This highly industrialized corridor has both legacy pollution issues and operating facilities abutting highly vulnerable populations who either live or frequent this area– i.e. elderly, youth, and immune compromised patients.

- **AMG Resources Corp:** scrap metal & secondary steel recycling center and cotainer service
- **Lemcor Solid Waste and Recycling Center:** 24 hour facility
- **SIMS Management:** scrap metal yard, recycles metal and electronics including a mobile car crusher
- **Baltic Auto Shipping:** repairs cars and places in containers for overseas shipments
- **White Chemical Superfund Site:** 4.4 acres previously manufactured acid chloride and flame retardants. NJDEP and EPA removed more than 1,000 drums in 1990 and 1992

- **Logan/Toler Hall:** youth correctional facility for males and females.
- **DaVita Parkside Dialysis Center:** treatment facility
- **Methadone Clinic:** serving the Newark area

DAYTON STREET NEIGHBORHOOD

Newark Housing Authority: Largest concentration of public housing in the City of Newark alongside privately owned homes and abutting a highly industrialized corridor mostly along Frelinghuysen Avenue

- **Training, Recreational and Educational Center (TREC)** – LEEDS certified green building opening November 2, 2016; intended to provide variety of services and programs yet to be determined
- **Community Health Clinic:** full service clinic, located on Ludlow Avenue next to NHA’s new TREC center
- **Otto Kretchmer Elderly Housing:** located between Frelinghuysen and Ludlow Avenues; consists of 6 high rise building and 661 residents, both elderly and disabled
- **Seth Boyden Elderly Housing:** Located on Dayton Street at Foster Avenue; consists of 5 high rise apartment buildings with 552 residents
- **Kretchmer Town Homes:** Located between Dayton Avenue and Ludlow Street, home to 292 residents
- **Seth Boyden Family Housing:** Former home to 3,000 residents; currently closed; lack funds to demolish and rebuild; anticipate that the Dayton Street neighborhood and surrounds will be routinely and severely flooded due to the impacts of climate change and sea level rise by 2050.

Weequahic Park and Community Center – Olmstead designed park with longest rubberized track in the nation; offers a wide range of recreational functions including golf. Community Center provides senior lunches and more.

Miller Street School: Newark Public School serving 500+ students K-8

Dayton Street School: closed due to lack of student population when the adjacent NHA Family Housing Complex closed

EAST WARD POINTS OF INTEREST

DOREMUS AVENUE – CHEMICAL CORRIDOR

- Formerly a Passaic River salt marsh, this area was filled in with refuse and construction debris to create the Ports and adjacent industrial areas in the 1920s
- Thoroughfare and the surrounding area carry the impacts of numerous environmental burdens, including refineries and chemical companies, recycling and waste management facilities and Port-related trucking and warehousing.
- One lane, two-way roadway is a major point of egress and ingress for the Ports which creates safety concerns and road condition problems. Along this corridor you can point to:
 - The Passaic Valley Sewerage Commission wastewater facility covers 172 acres and treats waste from 3 millions NJ residents are funneled into the facility. It is the 5th largest wastewater facility in the United States, with over eight miles (13 km) of access roads, over one mile (1.6 km) of 15-foot-wide (4.57 m) utility tunnels, and miles of sewers and storm drains. It is a secondary treatment plant that consists of open pits to separate solids and accepts sewage sludge by truck and barge from areas as far away as PA and NY to turn into fertilizer pellets - biggest sources of odors in the neighborhood.
 - Darling Fat Rendering plant
 - Newark Energy Center is a natural gas plant that uses gas fracked from the Marcellus Shale built in 2014
 - Intermodal Yard where drayage trucks queue
 - Warehousing: An increase in warehousing operations can be seen along the Doremus area with operations like Preferred freezer services and several new warehousing proposals in the works. The trouble with warehousing is twofold: 1.) warehouses concentrate large amounts of diesel emissions from the ports closer to communities - without addressing the drayage truck fleet pollution problem warehouses will continue to pose an EJ issue and 2.) employment model follows a low road model of temporary and exploitative work model
 - Essex County Jail/Delaney Hall serves as an immigrant detention center located next to Essex County Correctional Facility. They must maintain a certain amount of people in the beds due to a government contract in order to remain operational. Raids and arrests are commonplace just to keep the beds occupied. People can be held up to 2 years before being deported.

SOUTH - STOCKTON - DELANCY STREETS

- Site of local annual Ironbound community truck count (both port and non-port) for the past 8 years. Area residents count hundreds of port trucks in one hour at this location - many of which go through the community and local roads to access services and main road arteries. City has already tried rerouting trucks; but there is not enough enforcement capability and ultimately the diesel pollution still enters the community.
- As we go on the overpass, you see the Conrail train line on your left you will see where trains are parked every day - they also can stop here for maintenance for extended periods. Some of these trains carry volatile cargo like oil and bulk chemicals. These trains run on diesel also and run in extremely close proximity to neighborhoods like the CSX rail line behind public housing at Hyatt Court or the Sharpe James recreation center.
- South Ironbound neighborhood is currently undergoing a resiliency and emergency planning process. Residents here flood during basic rainfall events, street flooding has caused major damage to homes and cars as well as back up from the failed CSO system.
- Neighborhood is also impacted by port adjacent environmental burdens like warehouses, numerous truck repair shops, and small under-regulated industries
- This area also lacks any greenspace, there are no parks and few trees protect the residents from heat island and air pollution impacts.