

TESTIMONY OF ANGELO LOGAN
MOVING FORWARD NETWORK
BEFORE THE UNITED STATES HOUSE
Select Committee on the Climate Crisis
“Solving the Climate Crisis: Cleaning Up Heavy Duty Vehicles,
Protecting Communities”

JULY 16, 2019

Good morning Chair Castor and members of the Committee:

Thank you for inviting me to testify today. My name is Angelo Logan and I am with the Moving Forward Network. The Moving Forward Network is a national coalition of over 50 member organizations including community-based groups, national environmental organizations, and academic institutions, in over 20 major U.S. cities, representing over 2 million members, committed to resolving the public health harms created by our country’s freight transportation system and achieving environmental justice and climate justice. Importantly, Network members include individuals who live in and work directly with frontline communities.

Freight transportation otherwise referred to as goods movement is a complex system that weaves seaports, freight corridors, rail yards, intermodal facilities, inland ports and logistic centers. Ultimately goods movement is a transportation system that brings materials and goods from the places of origin to the places of consumption, from factories in Southeast Asia to Home Depots across the US. It is the trucks, trains, ships and cargo-handling equipment that transport the things we buy that are produced across the globe.

The freight system relies predominately on diesel-powered equipment, which produces diesel exhaust made up of toxins and climate pollutants. Diesel exhaust creates CO₂, a major greenhouse gas. Freight transport worldwide contributes approximately 3 billion tons of CO₂. Black carbon is also a result of diesel exhaust. Black carbon is a fine particulate matter and short-lived climate pollutant that has very high global warming potential - some estimate over 600 times higher than CO₂. The freight transportation sector accounts for roughly 9% of US greenhouse gas emissions and in the next couple of decades, it is expected that ocean going vessels alone will account for about 17% of all man-made carbon dioxide emissions worldwide.

I’d like to give you a sense of who is hit first and worst when we talk about the climate crisis and freight transport. For example, 13 million people live near major marine ports and rail yards, these communities are disproportionately low-income communities of color and have increased health risks from climate change impacts and the toxic air pollution this industry is responsible for. Epidemiologic studies have consistently demonstrated that children and adults living in close proximity to freight transportation sources have poorer health outcomes, including but not limited to: asthma, poor lung development, and other respiratory diseases; cardiovascular disease; lung cancer; pre-term births and infants with low birth weight; and premature death. Affected by freight transportation, African Americans are a high-risk population that is 3 times their proportion of the U.S. population and Latinos made up two times their proportion. All this to say, freight transport poses a huge climate crisis for the planet and for the local environmental justice communities that have been dealing with the impacts of the air pollution that is causing the climate crisis.

To that end I would like to urge you to take the following actions:

Protect The Clean Air Act and the National Environmental Policy Act Throughout All Legislative Actions

Oppose all provisions to any Infrastructure Bill or Surface Transportation Reauthorization Bill that would endanger public health by weakening the Clean Air Act and/or the National Environmental Policy Act hindering the ability to address climate change. As you intend to invest in the public's best interest, do not allow those investments to fund projects that will feed the climate crisis. Invest in projects that will be part of the solution to the climate crisis and require the advancement of a true zero emission future. Specifically, providing exemptions of the CAA or the NEPA process to major infrastructure projects, including proposed federal highway projects, channel deepening projects, bridge raising projects, and terminal expansion projects will exempt the opportunities for mitigation, and transparency in these processes, especially where such projects will adversely affect communities already disproportionately impacted by freight and other industrial sources. When NEPA is included in all infrastructure and transportation projects we can ensure that air pollution and climate change impacts are accurately identified, and alternative solutions can be developed and deployed.

Develop and Adopt Policy Principles for Climate Legislation that Advance Climate Justice, Environmental Justice, Communities' Self-Determination and Local Solutions

To truly address the climate crisis, we must reduce and eliminate air pollution and greenhouse gas emissions at their source, locally in communities that have been disproportionately burdened with toxic exposure for decades and are now the most vulnerable to climate impacts. Frontline communities have the real expertise and true solutions that will solve the climate crisis. Therefore, the process for developing any solution or strategy is paramount. The Select Committee on the Climate Crisis must develop a process and policy principles for climate legislation similar to the House Committee on Natural Resources.

On June 26th, Chairman Grijalva and Rep. McEachin hosted a Congressional Convening on Environmental Justice where they presented the committee's draft statement of policy principles for environmental justice legislation. These principles are a result of a several month process that the committee facilitated an Environmental Justice Working Group.

Provide EPA with the Tools and Resources Needed to Meet its Mission and Play a Role in Solving the Climate Crisis.

Congress can enact statutes authorizing federal agencies to award grants and impose reasonable conditions on the receipt of federal assistance funds. EPA must have the resources it needs to protect families and communities from the threat of air pollution and the climate crisis. Congress must appropriate a substantial increase of funds to the EPA, both DERA and the Environmental Justice grants program.

The Environmental Justice Grants Programs support communities working on solutions to environmental and public health issues. The programs are designed to help communities address exposure to multiple environmental harms and risks. When appropriating funds Congress can impose conditions and uses of those funds. It is without a doubt that frontline communities across the country, both in freight impacted areas and otherwise need more resources to promote local solutions to address the climate crisis as well as becoming more resilient in the face of climate change impacts that they will face first and worst.

The Diesel Emissions Reduction Act (DERA) authorizes grants to eligible entities for projects that reduce emissions from existing diesel engines. The statute authorizes up to \$100 million annually and allows for new funding mechanisms, including rebates. This amount of funds is a drop in the bucket when it comes to the number of heavy-duty vehicles that need to transition to zero emission in the near term. Incentive funding strategies targeting the freight sector need to be developed. While EPA has granted subsidies under DERA to reduce freight emissions, EPA must develop a more targeted strategy for awarding these funds. Funds for demonstration projects should target zero-emission technologies. Technologies that rely on combustion of fossil fuels should not benefit from these funds because they are already capable of achieving much lower standards and will not achieve the transformational change that is required at our freight facilities. Furthermore, funding should be targeted to applicants that meet strict criteria, including, for example, ports with facility-specific emissions inventories that meet meaningful health risk and emission reduction goals.

To the extent funding is meant to accelerate the deployment of technologies that have already been demonstrated, these funding programs should be coupled with regulatory requirements to incentivize early compliance. This combination of regulatory requirements with incentives for early compliance will help the commercialization of technology by providing clear market signals to manufacturers. Without the regulatory component, funding will be inadequate to spur the investment required to take technologies beyond the demonstration phase.

Hold EPA Accountable to Meeting its Mission and Legal Requirements under the Clean Air Act. EPA Must Adopt Regulations to Reduce and Eliminate Emissions from the Freight Sector

Require to the full extent of your authority that EPA take action to address freight pollution. The committee should require timelines, progress reporting and hold regular hearings on the progress of EPA in meeting its legal requirements under the Clean Air Act. It is critical that Congress do everything in their power to hold EPA accountable. Specifically, Congress should require EPA to adopt regulations to reduce and eliminate emissions from the freight sector.

The devastating impacts of freight operations require elevation within EPA. In 2009, EPA's National Environmental Justice Advisory Council (NEJAC) provided 41 recommendations for EPA action. To date, however, EPA has failed to adopt a targeted strategy for reducing emissions from the freight sector to the degree necessary to protect public health and climate change. As a result, the health crises in these communities persist and threaten to get worse with increasing freight activity.

EPA must identify reducing freight-related air pollution as a top priority for the Agency. Tackling such pollution will further the Agency's air quality, climate and environmental justice goals. EPA must adopt new national standards for freight-related sources and provide more guidance to states with freight-related activities in areas that violate national air quality standards and/or produce localized health risks.

EPA must prioritize promulgation of the next generation of national emission standards for freight-related sources. The following national rules should be prioritized within EPA:

- National Standards for Heavy-Duty Trucks. EPA's should advance the proposed greenhouse gas emissions standards for heavy-duty trucks encouraging the adoption of incentives for advanced zero-emission technologies and addressing particulate emissions from auxiliary power units.

- New Standards for Ocean Going Vessels. EPA should pursue a next generation of NOx and particulate matter standards. Foreseeable technologies and more general engine efficiency improvements hold the potential to reduce NOx emissions by another 90 percent below current standards.
- National Standards for Locomotive Engines. EPA should also adopt Tier 5 standards for new locomotive engines. Technologies can achieve significantly lower NOx and PM limits. Moreover, technologies now exist to enable zero-emission track miles. The next generation of standards should reflect the feasibility of these technologies and incentivize development and deployment of advanced zero-emission technologies.

This list of proposed actions is not absolute or complete. As mentioned above the community engagement process of developing solutions and strategies is paramount. To that end, we encourage the committee's continued engagement with the Moving Forward Network.

Sincerely,

Angelo Logan
Moving Forward Network

Moving Forward Network Members

1. Air Alliance Houston
2. Bay Area Healthy 880 Communities-SL
3. California Cleaner Freight Coalition
4. Charleston Community Research to Action Board (CCRAB)
5. Center for Community Action and Environmental Justice
6. Central California Environmental Justice Network
7. Central Valley Air Quality Coalition
8. Citizens for a Sustainable Future, Inc.
9. Clean Air Council
10. Clean Water Action, Clean Water Fund
11. Coalition for Healthy Ports (NYNJ)
12. Coalition for a Safe Environment
13. Coalition for Clean Air
14. Comite Civico Del Valle, Inc.
15. Diesel Health Project, Inc.
16. Earthjustice
17. East Yard Communities for Environmental Justice
18. End Oil, Inc.
19. Environmental Health Coalition
20. Environmental Integrity Project
21. Global Community Monitor
22. Georgia Research Environmental Economic Network (GREEN) Inc.
23. Harambee House, Inc.
24. Ironbound Community Corporation
25. Long Beach Alliance for Children with Asthma

26. Maryland Institute for Applied Environmental Health, School of Public Health
27. National Nurses United
28. Natural Resources Defense Council (NRDC)
29. New Jersey Environmental Justice Alliance
30. Puget Sound Sage
31. Regional Asthma Management and Prevention (RAMP)
32. Respiratory Health Association
33. Rutgers Robert Wood Johnson Medical School
34. Rutgers University School of Management & Labor
35. Southwest Detroit Community Benefits Coalition/Southwest Detroit Environmental Vision
36. Steps Coalition
37. Sunflower Alliance
38. Texas Environmental Justice Advocacy Services (TEJAS)
39. The Center for the Urban Environment, Thomas Edison College
40. THE NEW SCHOOL
41. Union of Concerned Scientists
42. University of Southern California
43. University of Texas Medical Branch / Sealy Center for Environmental Health and Medicine
44. West Oakland Environmental Indicators Project