Trucking Association of New York Information Sheet

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Smart Pathways to Emissions Reduction

New York's transportation emissions have rebounded to pre-pandemic levels, and existing policies such as Zero-Emission Vehicle mandates and cap-and-invest alone are not sufficient, particularly for heavy-duty trucking. A Clean Fuel Standard (CFS) offers a complementary, near-term solution that reduces emissions while maintaining affordability for fleets, businesses, and consumers. Evidence shows that adopting a CFS using the Greenhouse Gases, Regulated Emissions, and Energy Use in Technologies (GREET) lifecycle carbon model would lower fuel costs, accelerate renewable fuel deployment, deliver significant public-health benefits, and provide cost stability for the freight sector. TANY supports timely adoption of a New York Clean Fuel Standard as a practical pathway to emissions reductions that protects economic competitiveness and public health.

While recent modeling of the Climate Leadership and Community Protection Act (CLCPA) has projected significant increases in fuel and energy costs, it is important to recognize that those projections are based on prescriptive regulatory scenarios that rely heavily on mandates and rapid electrification timelines. A properly designed Clean Fuel Standard (CFS) operates differently.

A CFS is a market-based, performance-driven policy that rewards fuels based on lifecycle carbon intensity reductions rather than mandating specific technologies. This structure allows fleets and fuel providers to adopt the lowest-cost pathway to emissions reductions, including renewable diesel, biodiesel, renewable natural gas, and electricity.

By leveraging a market credit system, a CFS can drive investment into cleaner fuels while generating revenue that can be reinvested into fleet transition programs, helping reduce the cost burden on businesses and consumers. For New York's freight sector, this creates an opportunity to demonstrate climate leadership while maintaining supply chain affordability and economic competitiveness.

KEY ISSUES

1. **Scaling Renewable Diesel**
2. **Electric Infrastructure and Voucher Funding**
3. **Dollars for Diesel Funding**
4. **Heavy-Duty Emissions Burden**
5. **Cap-and-Invest Cost Pressures**
6. **Public-Health Consequences**
7. **Cost of Policy Delay**

ISSUE STATUS

As of early 2025, analysis and stakeholder discussions support the development of a New York Clean Fuel Standard, with growing recognition of its role as a complementary policy to cap-and-invest and ZEV mandates. Legislative and regulatory consideration is ongoing, and timely action is viewed as critical to achieving emissions, affordability, and public-health objectives.

TANY POSITION

TANY supports adoption of a Clean Fuel Standard for New York that utilizes the GREET lifecycle accounting model and delivers immediate, cost-effective emissions reductions for the heavy-duty freight sector. A well-designed CFS will stabilize fuel costs, accelerate renewable fuel deployment, complement existing climate policies, and generate meaningful public-health and environmental-justice benefits. TANY urges policymakers to act without delay to ensure New York's climate strategy protects both economic competitiveness and the essential trucking industry that keeps the state's supply chain moving.

HOW YOU CAN HELP - Support Legislation



- Support - S.1343-A (Parker)/A.472-A (Woerner) (Clean Fuel Standard)
- Support - S.8670-A (Fahy)/A.8998-A (Buttenschon) (Dollars for Diesel)
- Support recurring revenue for TVIP funding

About TANY

Since 1932, the **Trucking Association of New York (TANY)** has advocated for the trucking industry at all levels of government, providing compliance assistance, safety programs, and educational opportunities. Our nearly 550 member companies support good jobs, economic vitality, roadway safety, and a sustainable future for New York.

Prepared by the Trucking Association of New York for legislative consideration.