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TRUCKING INDUSTRY WARNS OF POTENTIAL DISRUPTION TO HISTORIC SUSTAINABILITY EFFORTS, INVESTMENT IN ALTERNATIVE FUELS UNDER ACT RULE

Webinar to Highlight Ongoing Industry Efforts to Reduce Emissions and Invest in New Technologies Amidst the Debate Over the Advanced Clean Trucks Rule

NEW YORK – On April 17, 2025, the Trucking Association of New York (TANY) along with industry stakeholders and sustainability advocates, Tommy Kharieh of Walton Hauling, Russel Pedrick of Lucky's Trailer Sales with Dimmick Group Peterbilt, and Rocco Lacertosa of New York State Energy Coalition, will host a webinar to highlight the industry's commitment to utilize a number of "bridge solutions" which will help reduce emissions in New York State amidst a delay of the Advanced Clean Truck Act (ACT) rule. These alternative solutions have a substantial positive impact on the environment and can pave the way for a greener, cleaner New York.

The trucking industry remains committed to making strides towards a more sustainable future, including through existing electrification efforts. What is often left behind in the conversation surrounding electrification is that it is not the only path towards a lower-emission future. In a state like New York, where nearly 90% of all communities in New York depend exclusively on trucks to move their goods, we must get emissions legislation right. If we don't, communities across the state run the risk of seeing increased costs, and New York businesses face the prospect of tightening business pressures.

Forcing the industry to transition to electric when the infrastructure simply doesn't exist is a destructive approach that fails to consider the historic and continued investments we have made to reduce emissions. Since 1974, the trucking industry has reduced its rates of pollution by 99%. At the core of this work has been a transition to clean diesel. Yet, clean diesel is not the only alternative fuel available.

While electrification has provided benefits for last-mile deliveries, it is currently unsustainable for long-haul trucking, given the reality that New York has no publicly available medium- or heavy-duty chargers. Instead, TANY members are exploring options such as hydrogen-electric fuel cell trucks or renewable diesel to serve long-hauling needs, given that hydro-cell trucks have longer ranges and shorter refuel times compared to their electric counterparts.

What has become clear during the current debate surrounding the Advanced Clean Trucks Rule is that, given the diverse nature of shipping and logistics in New York, there is no one-size-fits-all approach to deliver goods. There is and should be room for renewable clean diesel, hydrogen-electric, and electric trucks amongst other alternative fuels to service the needs of New Yorkers.

"Walton Hauling is proud to have led the way on adopting renewable clean diesel technology in our truck fleet," said Tommy Kharieh, CEO of Walton Hauling. "But we still have strides to make. Unfortunately, given the high costs associated with electric trucks, the charging infrastructure and the operational capabilities, the short range of electric truck does not allow us to be able to complete a days' worth of work, we are not in the position to transition to electric trucks. For our needs, and for other operators of our size, we have to turn to alternative fuel sources to keep our communities clean while improving our fleet sustainability."

“We have repeatedly mentioned the financial implications ACT is already having on the industry: lost jobs, closed businesses, and increased costs.” said Kendra Hems president of the Trucking Association of New York. “What we have yet to talk about, is how our current sustainability initiatives are being impacted by this regulatory framework. 60 trucks on the road today equals the output of one truck in 1988 – CARB Standard Certified Clean Idle Trucks, as well as alternative fuels and technologies such as renewable diesel, CNG, hydrogen, hybrid, and telematics are all prominent throughout the industry, and they are essential tools to continue this progress on an achievable timeline. One solution is not the answer, they all are.”

“Dimmick Group Peterbilt just recently was put in the position where we could not complete the sale of an electric truck.” said Russel Pedrick, Sales, Lucky's Trailer Sales with Dimmick Group Peterbilt. “Our customers, whether they are in NY or beyond, are looking for alternative solutions to sustainable trucking and electrification represents only one possible avenue towards a cleaner future. As such, PACCAR has been investing in renewable hydrogen technologies to service the needs of our ever-changing industry.”

“Biofuels are a right-now cleaner energy solution that can make an immediate impact on transportation emissions without costly retrofits as the buildout of electric infrastructure slowly moves along," said Rocco Lacertosa, CEO of the New York State Energy Coalition. “Our industry has long driven the innovation of cleaner fuels, and we are seeing more fleet operators — from private haulers to municipalities like New York City — turn to these options as their performance and emissions benefits improve. We are proud to work closely with TANY and their members to prioritize progress and keep New York's economy trucking along."

MEDIA MUST RSVP TO ATTEND

To attend the webinar, please register
at https://us06web.zoom.us/meeting/register/mzIg3DrRT8OHmIbDLxUEoQ

WHO:

- Kendra Hems, President, TANY
- Zach Miller, Vice President of Government Affairs, TANY
- Tommy Kharieh, President, Walton Hauling
- Russel Pedrick, Sales, Lucky's Trailer Sales with Dimmick Group Peterbilt
- Rocco Lacertosa, CEO, New York State Energy Coalition

WHAT: Webinar: Sustainability in Trucking Webinar: How the Advanced Clean Truck Act is Limiting Efforts to Adopt Clean, Renewable Energy Sources.

WHERE: Zoom: https://us06web.zoom.us/meeting/register/mzIg3DrRT8OHmIbDLxUEoQ

WHEN:
Thursday, April 17th at 10:00 a.m. EST