"We are truly at an inflection point in our industry today. Forthcoming EPA and CARB NOx engine emission standards and truck greenhouse gas and fuel efficiency standards, the march toward zero-emission vehicles and likely future internal combustion engine bans have created a new road map unlike anything we have ever seen in our industry."

Glen Kedzie
American Trucking Association VP and energy and environmental counsel

Quoted in Transport Topics: Environmental Regulations Poised to Alter Future of Trucking Equipment (10/23/22)

The Good, the Bad and the Ugly of the Future of Connecticut's Medium and Heavy-Duty Trucks and their Fuels

A kick-off presentation by Greater New Haven Clean Cities

Cosponsors: Capitol Clean Cities and Connecticut Southwestern Area Clean Cities

The next hour….

- Why MD HD trucks are important to Connecticut
- Changing federal and state legal climate
- How the industry – shippers, truckers, manufacturers – are responding
- Ways we might work together to move forward
- Your insights

Details

- Keep yourself muted until we open up
  - Feel free to use the chat
- Will send slides, recording, and resources out
  - Will move quickly through presentation – links in almost all the slides
- Use the chat for suggestions, comments, questions
- Will open up for discussion about about two-thirds of the way through.
  - Really want to hear from **fleets**
  - Please don't sell - happy to add you to our list of resources

Three takeaways from today

1. Change is afoot
2. Overwhelming… and exciting
3. If organized, we can manage this

Clean Cities coalitions work locally to advance affordable, domestic transportation fuels, energy efficient mobility systems, and other fuel-saving technologies and practices.

HOCON

SmartWay Transport Partner
Getting There With Cleaner Air

Connecticut Mulch Distributors, Inc.
Covering ground since 1974

PARADISE AGENCY, LLC
Property Development & Management

SANITARY EQUIPMENT CO., INC.
Do it Right the First Time

USA
At your service since 1974.

Connecticut General Assembly

MTAC
MOTOR TRANSPORT ASSOCIATION OF CONNECTICUT

Argonne NATIONAL LABORATORY

CAT Connecticut Center for Advanced Technology, Inc.

STATE OF CONNECTICUT
PUBLIC UTILITIES REGULATORY AUTHORITY

FARMINGTON MOTOR SPORTS INC.

HOP Energy

EVERSOURCE

Connecticut Energy Environment

WEST HARTFORD

U.S. DEPARTMENT OF ENERGY

ANASTASIO TRUCKING

VERDEK GREEN TECHNOLOGIES

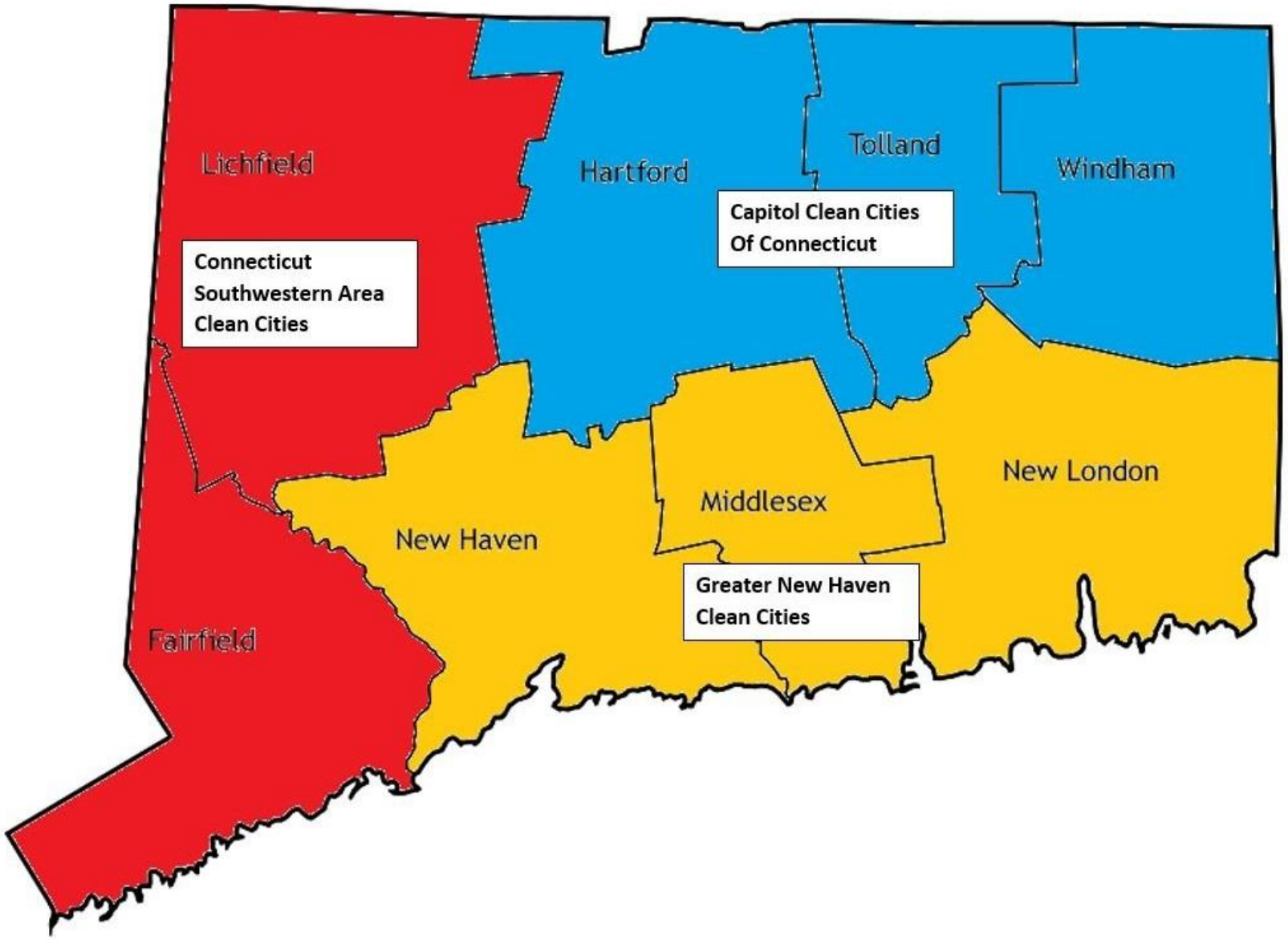
Sanford & Hawley, Inc.
QUALITY BUILDING MATERIALS SINCE 1884
Unionville, Avon, Manchester, CT * West Springfield, MA
www.sanfordandhawley.com
HIC #0614171

bp pulse

Sustainable CT
Local Actions. Statewide Impact.

UI

NREL
NATIONAL RENEWABLE ENERGY LABORATORY



GREATER NEW HAVEN
Clean Cities Coalition

CAPITOL CLEAN CITIES
OF CONNECTICUT

Connecticut
Southwestern Area
Clean Cities Coalition

Medium and heavy-duty trucks are vital to CT's economy

- 98.4% of freight in Connecticut is transported by truck
- $3.5 billion: total trucking industry wages paid in Connecticut (2019)
- 62,990: trucking industry jobs in Connecticut (2019)

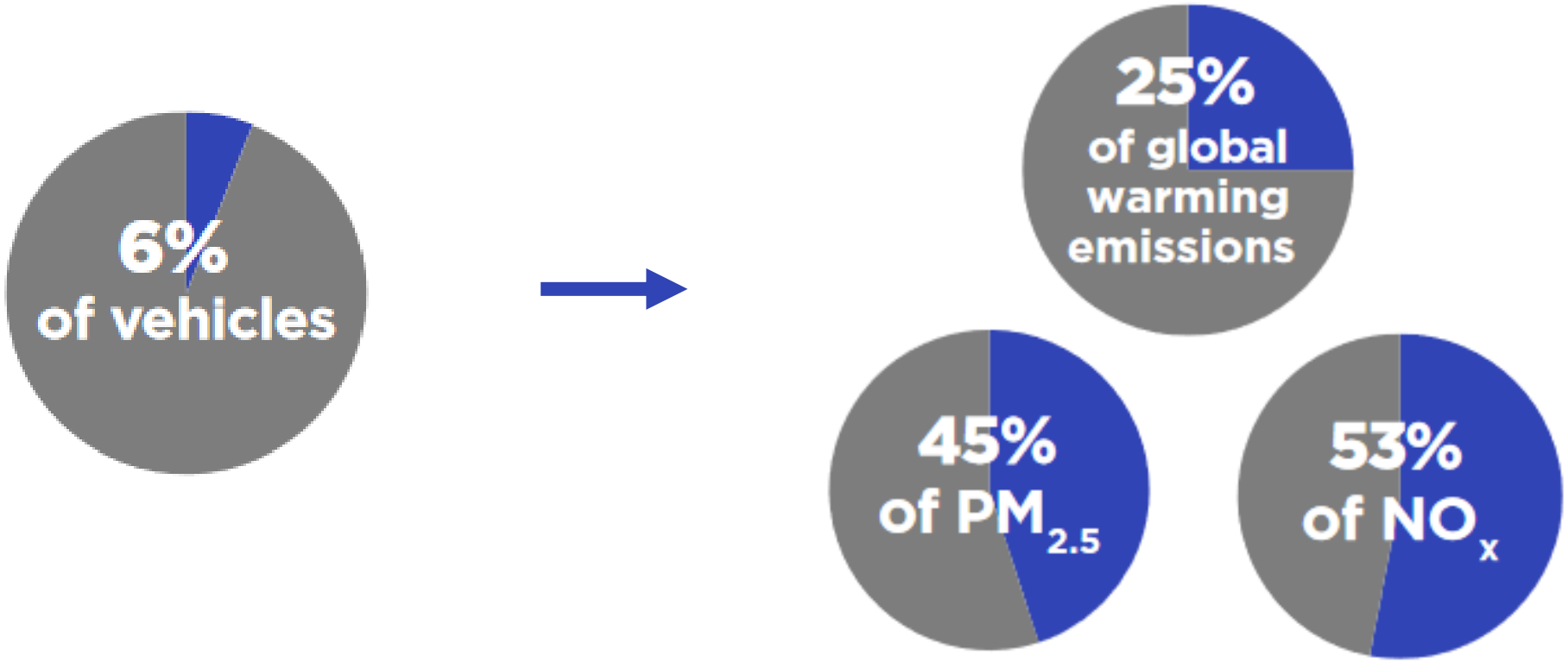
MTAC and https://tripnet.org/wp-content/uploads/2021/03/TRIP_Transportations_Vital_Role_in_Connecticuts_Recovery_Report_March_2021.pdf

MD & HD Trucks in CT

Table C1 Current Connecticut M/HD Fleet

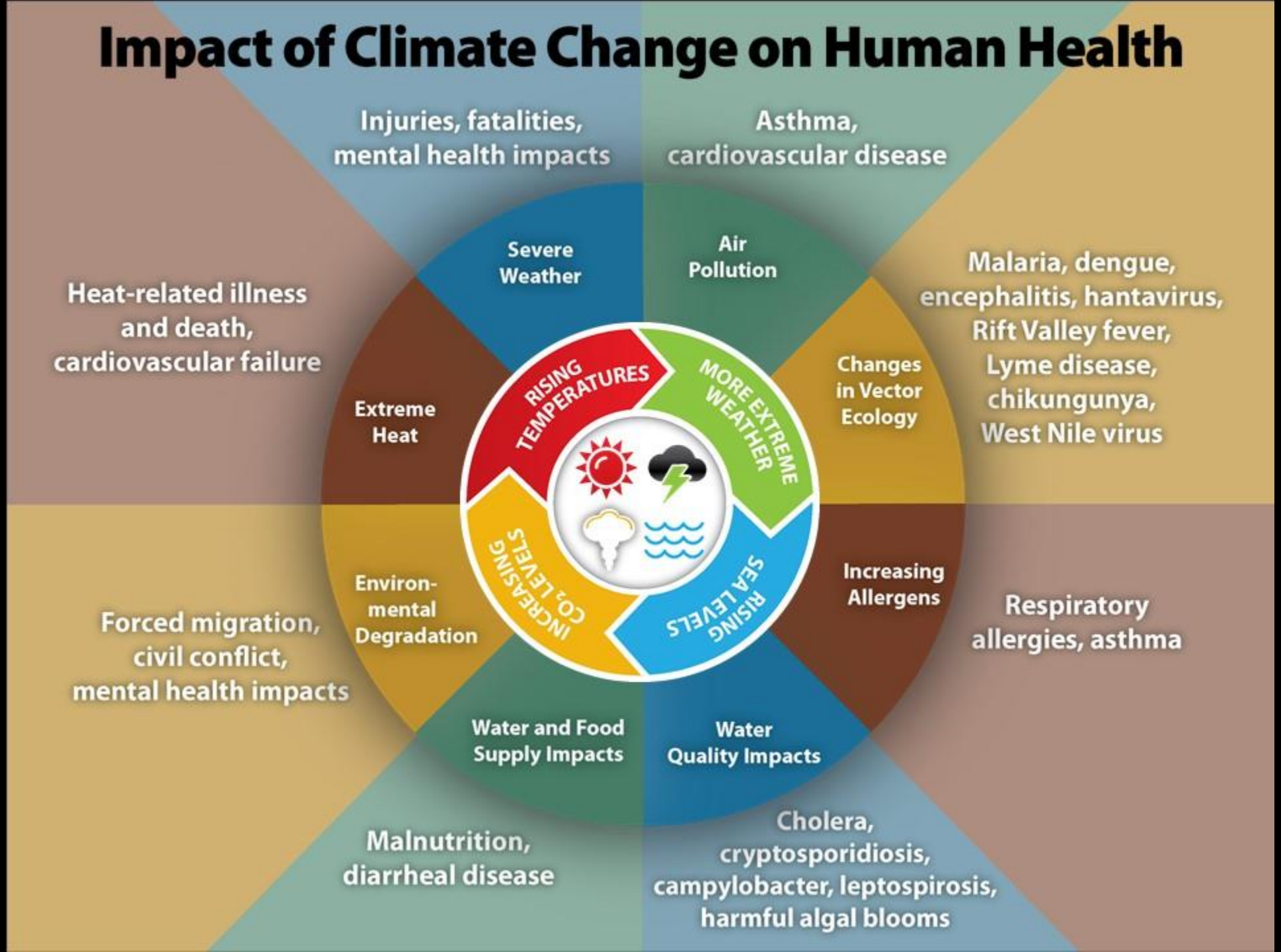
Vehicle Type		No. of Vehicles	Annual VMT (billion miles)	Annual Fuel (million gallons)
Heavy-Duty Pickup and Van Class 2b		17,113	0.19	10.3
Bus Class 3–8		9,159	0.17	20.8
Single-Unit Work and Freight Truck Class 3–8		100,721	1.24	152.2
Combination Truck Class 7–8		18,217	1.09	160.0
TOTAL		**145,210**	**2.686**	**343.3**

https://www.ucsusa.org/sites/default/files/2021-11/southern-ne-clean-trucks-report.pdf

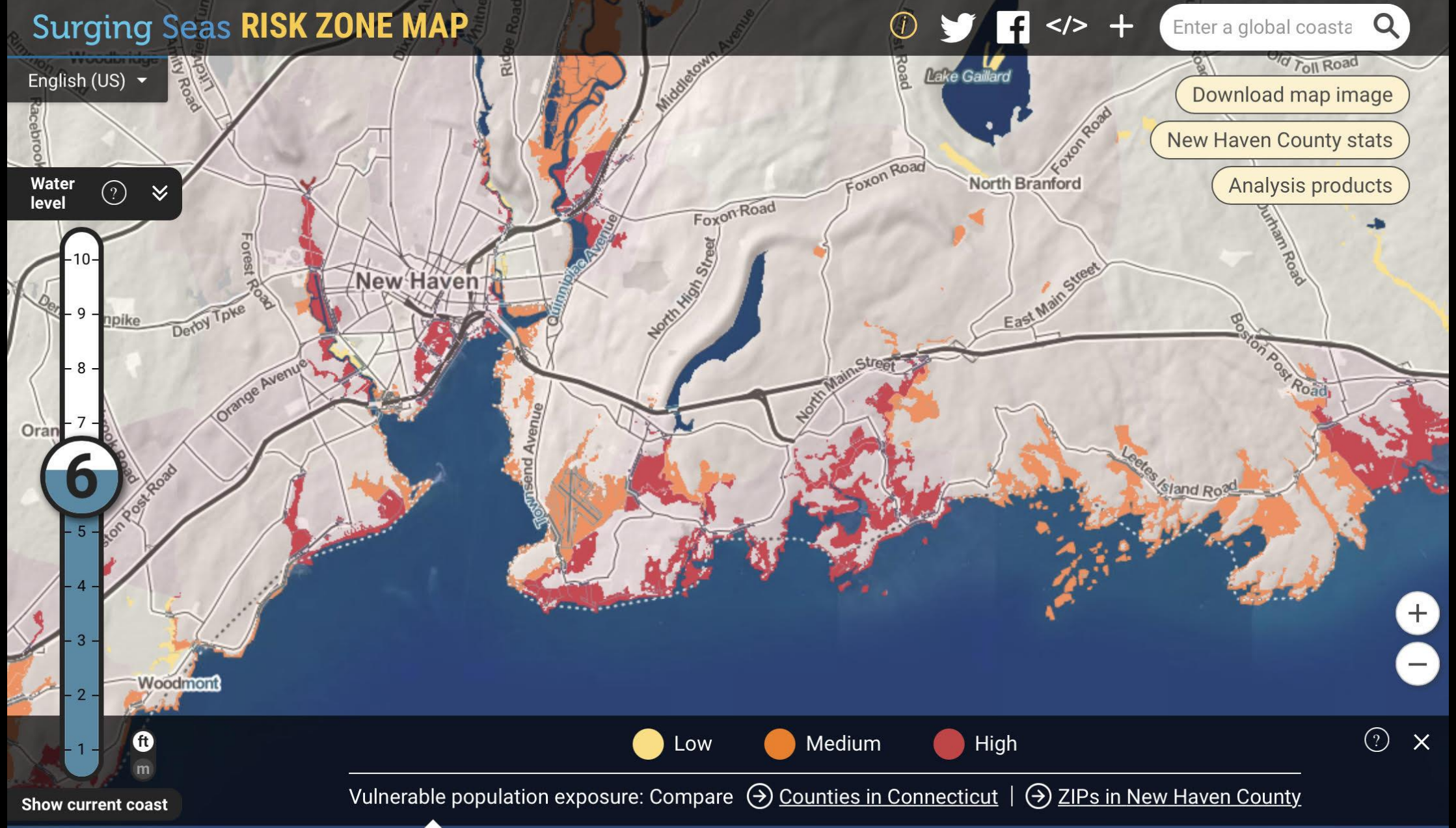


https://www.ucsusa.org/sites/default/files/2022-01/ct-clean-trucks-fact-sheet.pdf

https://www.freepik.com/free-vector/save-planet-concept_7916052.htm

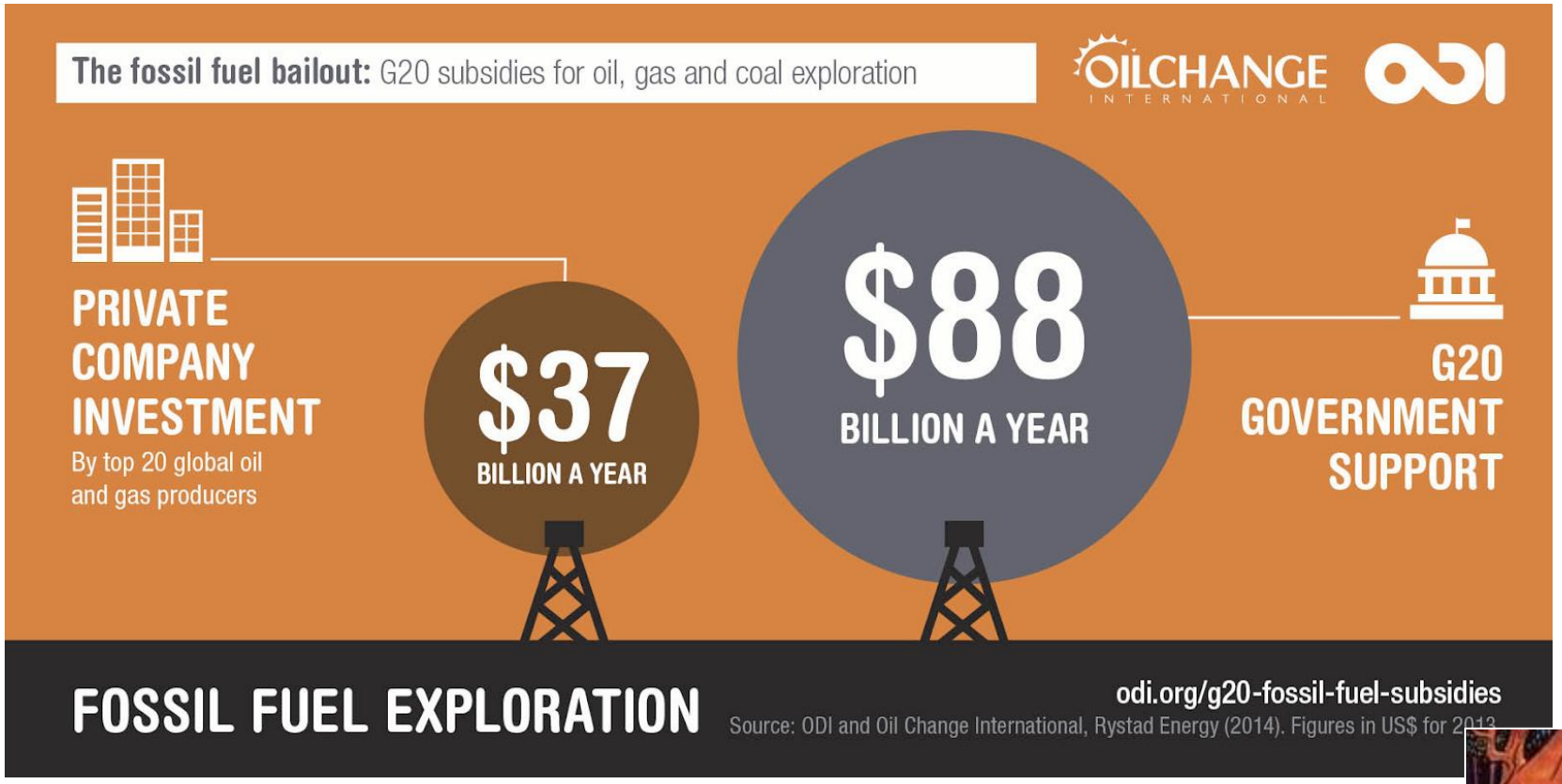


https://www.cdc.gov/climateandhealth/effects/default.htm



https://ss2.climatecentral.org/#13/41.2679/-72.8479?show=satellite&projections=0-K14_RCP85-SLR&level=6&unit=feet&pois=hide

Federal Policy & Law


The fossil fuel bailout: G20 subsidies for oil, gas and coal exploration
OILCHANGE INTERNATIONAL
ODI
PRIVATE COMPANY INVESTMENT
By top 20 global oil and gas producers
$37
BILLION A YEAR
$88
BILLION A YEAR
G20 GOVERNMENT SUPPORT
FOSSIL FUEL EXPLORATION
odi.org/g20-fossil-fuel-subsidies
Source: ODI and Oil Change International, Rystad Energy (2014). Figures in US$ for 2013


IT IS HARD WALKIN' ON THIS STUFF.
YEP, SON, WE HAVE MET THE ENEMY AND HE IS US.

White House endorses global push for renewable fuels in trucks and buses

Non-binding agreement backs California's plan that 100% of new medium- and heavy-duty vehicle sales would be zero-emission by 2040.

Ben Ames *No Comments* *November 17, 2022*

The Biden Administration has endorsed an international plan that would slash climate emissions from trucks and buses by requiring the sale of renewable-fuel vehicles, according to an announcement from the COP27 diplomatic retreat in Sharm el-Sheikh, Egypt.

https://www.dcvelocity.com/articles/56013-white-house-endorses-global-push-for-renewable-fuels-in-trucks-and-buses

PERSONAL FINANCE

Here's why a new $40,000 electric vehicle tax credit for business owners may be relatively easy to get

PUBLISHED FRI, OCT 21 2022•3:02 PM EDT | UPDATED FRI, OCT 21 2022•3:26 PM EDT

Greg Iacurci
@GREGIACURCI

https://www.cnbc.com/2022/10/21/why-an-electric-vehicle-tax-credit-for-business-owners-may-be-relatively-easy-to-get.html

Commercial Electric Vehicle (EV) and Fuel Cell Electric Vehicle (FCEV) Tax Credit

Beginning January 1, 2023, a tax credit will be available to businesses for the purchase of new EVs and FCEVs. Vehicles with a gross vehicle weight rating (GVWR) below 14,000 pounds (lbs.) must have a battery capacity of at least seven kilowatt-hours (kWh) and vehicles with a GVWR above 14,000 lbs. must have a battery capacity of at least 15 kWh. The tax credit amount is equal to the lesser of the following amounts:

- 15% of the vehicle purchase price for plug-in hybrid electric vehicles
- 30% of the vehicle purchase price for EVs and FCEVs
- The incremental cost of the vehicle compared to an equivalent internal combustion engine vehicle

Maximum tax credits may not exceed $7,500 for vehicles under 14,000 lbs. and $40,000 for vehicles above 14,000 lbs. Businesses may not combine this tax credit with the Clean Vehicle Tax Credit.

(Reference Public Law 117-169)

Point of Contact
U.S. Internal Revenue Service
Phone: (800) 829-1040
http://www.irs.gov/

https://afdc.energy.gov/laws/13039

DOE Announces Nearly $200 Million to Reduce Emissions From Cars and Trucks

NOVEMBER 1, 2021

- DOE's Office of Energy Efficiency and Renewable Energy launched the SuperTruck Initiative in 2009 to improve **heavy-duty truck** freight efficiency by 50%. The second iteration, SuperTruck 2, sought to double fuel efficiency for **18-wheeler trucks**. Now, selectees for SuperTruck 3 will work to improve **medium- and heavy-duty truck** efficiencies and reduce emissions of freight transportation.
- SuperTruck 3 will fund five heavy vehicles manufacturers with a combined $127 million to pioneer electrified medium- and heavy-duty trucks and freight system concepts to achieve higher efficiency and zero emissions.
- Funding **PACCAR, Volvo, Daimler, Ford and GM**

https://www.energy.gov/articles/doe-announces-nearly-200-million-reduce-emissions-cars-and-trucks

United States Environmental Protection Agency

EPA Proposes Stronger Standards for Heavy-Duty Vehicles to Promote Clean Air, Protect Communities, and Support Transition to Zero-Emissions Future

March 7, 2022

WASHINGTON (March 7, 2022) –Today the U.S. Environmental Protection Agency (EPA) is proposing new, stronger standards to promote clean air and reduce pollution from heavy-duty vehicles and engines starting in model year (MY) 2027. The proposed standards would reduce emissions of smog- and soot-forming nitrogen oxides (NOx) from heavy-duty gasoline and diesel engines and set updated greenhouse gas (GHG) standards for certain commercial vehicle categories. This proposed rule would ensure the heavy-duty vehicles and engines that drive American commerce and connect people across the country are as clean as possible while charting a path to advance zero-emission vehicles in the heavy-duty fleet.

https://www.epa.gov/newsreleases/epa-proposes-stronger-standards-heavy-duty-vehicles-promote-clean-air-protect

U.S. DEPARTMENT OF ENERGY | Energy Efficiency & Renewable Energy

Alternative Fuels Data Center

FUELS & VEHICLES | CONSERVE FUEL | LOCATE STATIONS | LAWS & INCENTIVES | Maps & Data | Case Studies

EERE » AFDC » Laws & Incentives

Federal and State Laws and Incentives

Find federal and state laws and incentives for alternative fuels and vehicles, air quality, fuel efficiency, and other transportation-related topics.

Federal

Recent Federal Actions

Key Federal Legislation

State

select a state

Recent State Updates

Local Examples

Utility Examples

Search by category or keyword

See All in summary tables

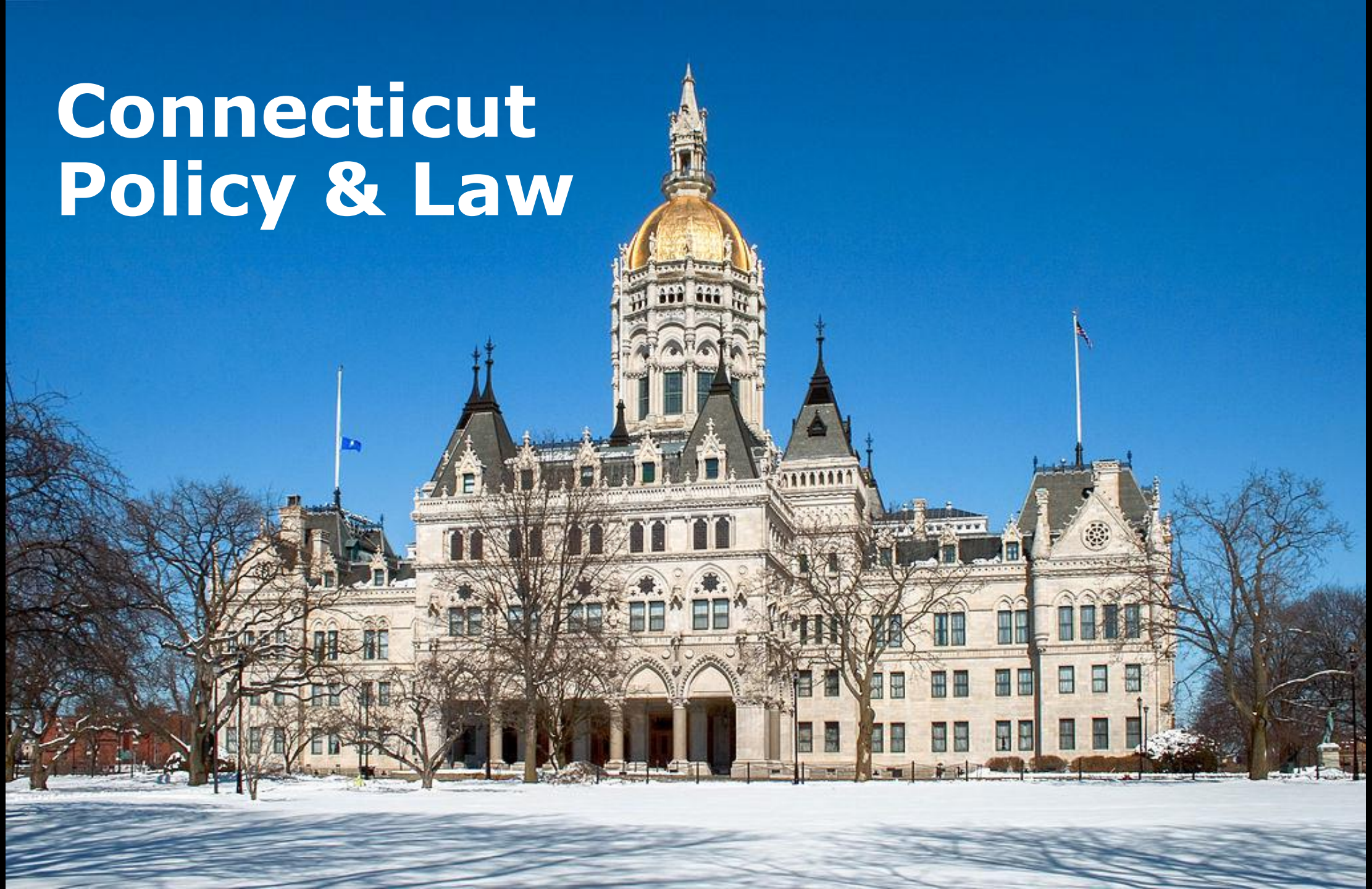
Bipartisan Infrastructure Law

Inflation Reduction Act

Clean Vehicle Credit: Learn about the electric vehicle tax credit and find EVs assembled in North America.

https://afdc.energy.gov/laws

Connecticut Policy & Law



STATE OF CONNECTICUT

GOVERNOR NED LAMONT

07/22/2022

Governor Lamont Announces Landmark New Climate Law That Will Help Reduce Greenhouse Gas Emissions From Transportation

WATCH: News conference announcing the enactment of this new law

(NEW HAVEN, CT) – Governor Ned Lamont today joined state agency officials, legislators, and environmental stakeholders on the New Haven Green to highlight the enactment of Public Act 22-25, a landmark new law that includes a number of actions that will help reduce greenhouse gas (GHG) emissions from the transportation sector, improve air quality and health outcomes for Connecticut

https://portal.ct.gov/Office-of-the-Governor/News/Press-Releases/2022/07-2022/Governor-Lamont-Announces-Landmark-New-Climate-Law-That-Will-Help-Reduce-Greenhouse-Gas-Emissions

PA 22-25: Adoption of California Medium and Heavy-Duty Standards

The Commissioner of Energy and Environmental Protection may adopt regulations, in accordance with the provisions of chapter 54, to implement the medium and heavy-duty motor vehicle standards of the state of California. If the commissioner adopts such regulations, **the commissioner shall amend such regulations** from time to time**, in accordance with changes to such standards**. Such regulations may incorporate by reference the California motor vehicle standards established in final regulations issued by the California Air Resources Board pursuant to Title 13 of the California Code of Regulations and promulgated under the authority of Division 26 of the California Health and Safety Code, as may be amended from time to time

Press Releases

News Release
Department of Energy and Environmental Protection

79 Elm Street
Hartford, CT 06106

03/09/2022

"Adopting the California standards will ensure manufacturers are producing cleaner vehicles and offering them for sale in Connecticut, giving prospective consumers more options. **Adoption of these standards would not mandate that Connecticut businesses purchase these vehicles, nor would it place affirmative requirements on those businesses. The standards apply solely to the Original Equipment Manufacturers (OEMs).** The engines produced by OEMs subject to the regulations must be up to 90% cleaner than current standards and they must deliver advanced technology zero emission MHD vehicles to Connecticut."

https://portal.ct.gov/DEEP/News-Releases/News-Releases---2022/DEEP-Releases-Report-On-Public-Health-and-Air-Quality-Benefits-of-Reducing-Pollution-from-MHD-Trucks

PA 22-25: Voucher program for MDHD Vehicles

On and after January 1, 2023, **the Commissioner of Energy and Environmental Protection**, in consultation with the Commissioners of Motor Vehicles, Transportation and Education, **may establish, within available funding, a voucher program** to support the (1) deployment of any vehicle classified **within Class 5 to Class 13**, inclusive, by the Federal Highway Administration's vehicle category classification system, as amended from time to time, and any school bus classified within Class 3 to Class 8, inclusive, by said classification system, that is **equipped with zero-emission technology, including, but not limited to, battery electric and fuel cell systems**, and (2) installation of electric vehicle charging infrastructure... In awarding any such voucher, the Commissioner of Energy and Environmental Protection shall consider the amount of funding available and set aside forty per cent of such funding to be used toward maximizing air pollution reductions in environmental justice communities.

Connecticut Laws and Incentives

Listed below are incentives, laws, and regulations related to alternative fuels and advanced vehicles for Connecticut. Your local Clean Cities coalition can provide you with information about grants and other opportunities. You can also access coalition and other agency contact information in the points of contact section.

Filter by Technology/Fuel

All selected

Filter by Utility

All selected

46 items

Laws and Incentives

VIEW ALL | ADVANCED SEARCH

Information in this list is updated throughout the year and comprehensively reviewed annually after Connecticut's legislative session ends.
Last Comprehensive Review: July 2022

State Incentives

- Zero Emission School Bus Funding and Technical Assistance
- Connecticut's National Electric Vehicle Infrastructure (NEVI) Planning updated 9/14/2022
- Electric Vehicle (EV) Charging Station Grants
- Hydrogen and Electric Vehicle (EV) Rebate
- Loans for Residential Charging or Natural Gas Fueling Infrastructure
- Reduced Registration Fee for Electric Vehicles (EVs)
- Electric Vehicle Emissions Inspection Exemption
- Idle Reduction Weight Exemption

Utility/Private Incentives

- Electric Vehicle (EV) and EV Charging Station Rebates - Groton Utilities
- Electric Vehicle (EV) and EV Charging Station Rebates - Norwich Public Utilities
- Public Electric Vehicle (EV) Charging Rate Pilot Program - Eversource
- Commercial Electric Vehicle (EV) Charging Station Rebate - Eversource
- Residential Electric Vehicle (EV) Charging Station Rebate - Eversource
- Residential Electric Vehicle (EV) Charging Station Rebate and Charging Rate Incentive –

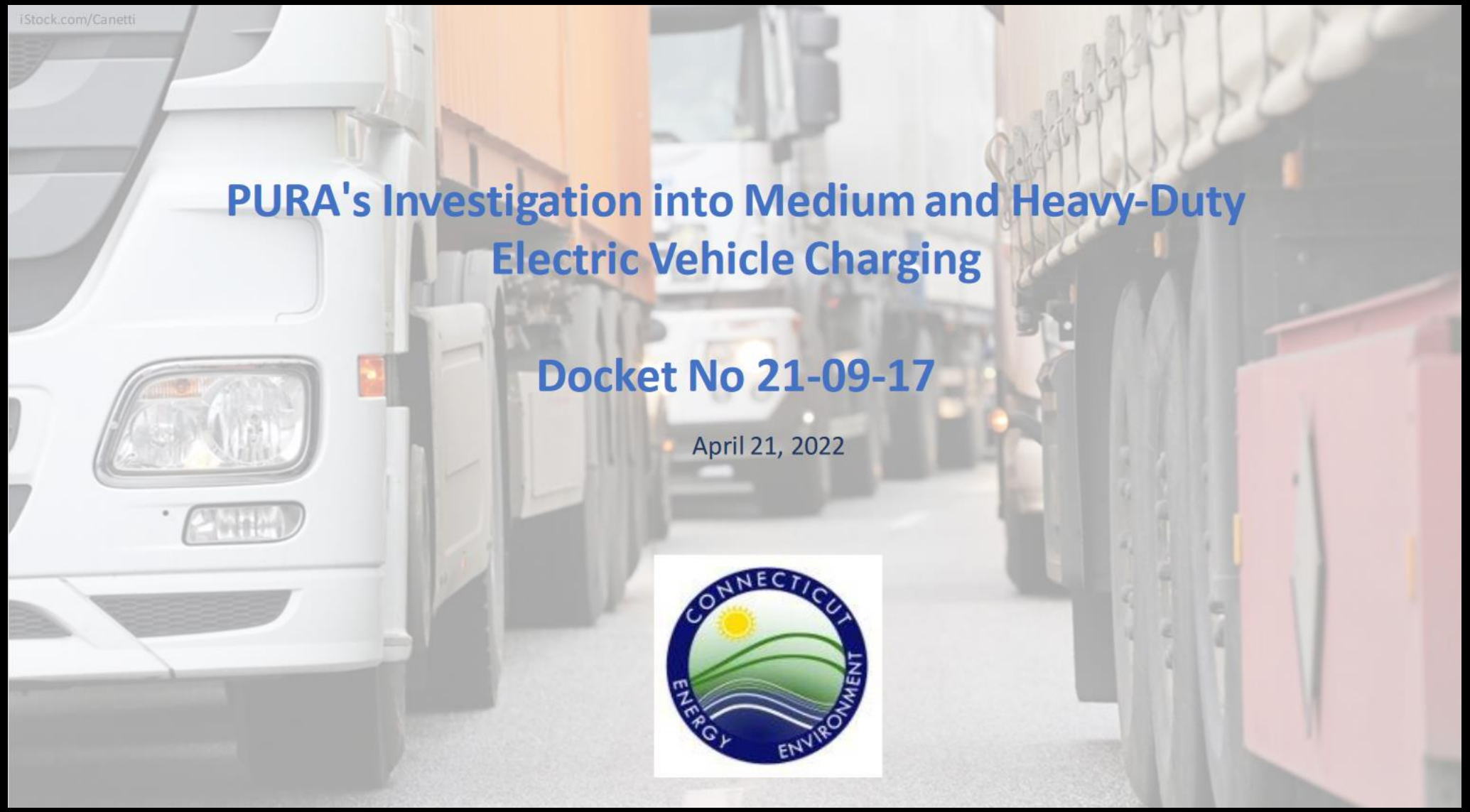
Connecticut Information

Find information about alternative fuels and advanced vehicles in Connecticut.

Something Missing?

Email the Technical Response Service or call 800-254-6735.

https://afdc.energy.gov/laws/state_summary?state=ct



PURA's Investigation into Medium and Heavy-Duty Electric Vehicle Charging

Docket No 21-09-17

April 21, 2022

DEEP presentation (good overview of State policy) – Full docket

DOCKET NO. 21-09-17

PURA INVESTIGATION INTO
MEDIUM AND HEAVY-DUTY ELECTRIC VEHICLE CHARGING

COMMENTS BY HARTFORD DISTRIBUTORS, INC.

May 26, 2022

Hartford Distributors, Inc. ("HDI") respectfully submits the following comments for consideration under Public Utilities Regulatory Authority ("PURA") Docket No. 21-09-17.

Who is HDI?

HDI is a family-owned business operating in Connecticut since 1933. We directly employ more than 200 people with good wages, good pensions and good healthcare benefits. Most of our employees have worked with HDI for their entire careers, and more than fifty percent of them are members of the International Brotherhood of Teamsters Labor Union. HDI and its leadership

60 trucks, mostly class 7 and 8. Support converting to zero-emissions vehicles but "Electrification challenges will be significant:" Substation and other upgrades substantial. Need for incentives and assistance.

Comments by Hartford Distributors, Inc - PURA Docket

Industry Response

"We are truly at an inflection point in our industry today. Forthcoming EPA and CARB NOx engine emission standards and truck greenhouse gas and fuel efficiency standards, the march toward zero-emission vehicles and likely future internal combustion engine bans have created a new road map unlike anything we have ever seen in our industry."

Glen Kedzie
American Trucking Association VP and energy and environmental counsel

Quoted in Transport Topics: Environmental Regulations Poised to Alter Future of Trucking Equipment (10/23/22)

Cummins Finishes Acquisition of Siemens Commercial Vehicles Unit

By **Ariana Fine** - November 30, 2022

Engine Manufacturer Cummins Acquires Siemens Electric Drive Systems Commercial Vehicles Unit

Forbes

SUSTAINABILITY

Pepsi's Tesla Semi Trucks Will Change Cargo Haulage Forever

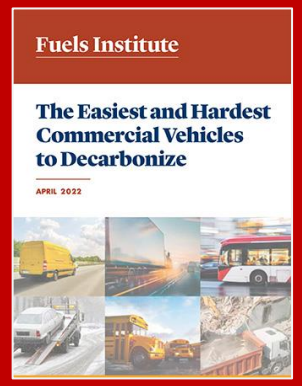
Forbes: Pepsi's Tesla Semi Trucks Will Change Cargo Haulage Forever

https://ngtnews.com/ford-pro-deploys-over-2000-last-mile-ev-delivery-vans-for-deutsche-post-dhl and https://fordpro.com/en-us/inflation-reduction-act/

There is no single solution that can address carbon emissions from MHDV market.

By evaluating specific segments, it is possible to direct focus and allocation of resources where they will yield the greatest environmental benefit at a cost that will impose the least challenge for the vehicle owner.

- *The Fuels Institute & Guidehouse Insights*



The Easiest and Hardest Commercial Vehicles to Decarbonize | Fuels Institute

Fuels Institute

The Easiest and Hardest Commercial Vehicles to Decarbonize

THE TOP FIVE MARKETS TO DECARBONIZE

Market 5: Regional Cargo
Market 4: Last-Mile Cargo
Market 3: Refuse Trucking
Market 2: Public Transit
Market 1: School Busing

THE BOTTOM FIVE MARKETS TO DECARBONIZE

Market 5: Tow Trucking
Market 4: Logging Trucks
Market 3: Heavy Construction
Market 2: Oil and Gas Trucking
Market 1: Long-Haul Cargo

Introducing the Study

Summary of Findings

https://www.fuelsinstitute.org/Research/Reports/Decarbonizing-Medium-and-Heavy-Duty-Vehicles

Decarbonization

There is no one clear solution

Key Strengths and Challenges of Decarbonization Solutions (Not Exhaustive)

Pathways	Key Strengths	Key Challenge(s)
Liquids & Gases	• Efficient use of renewable waste resources with attractive GHG reduction potential • Vehicle, infrastructure in use or commercially ready	• Limited capacity of most attractive resources
Electricity	• Efficient use of renewable electricity resources • Strong innovation momentum from light duty vehicle market • TCO payback potential, reduced noise, zero local emissions	• Energy density • Infrastructure capacity • High CapEx
Hydrogen	• Energy density and weight advantages over battery-power • Reduced noise, zero local emissions	• Renewable hydrogen generation and distribution • High CapEx and OpEx

Best Strategies to Reduce Emissions from Medium- and Heavy-Duty Vehicle Fleets in the Northeast US:

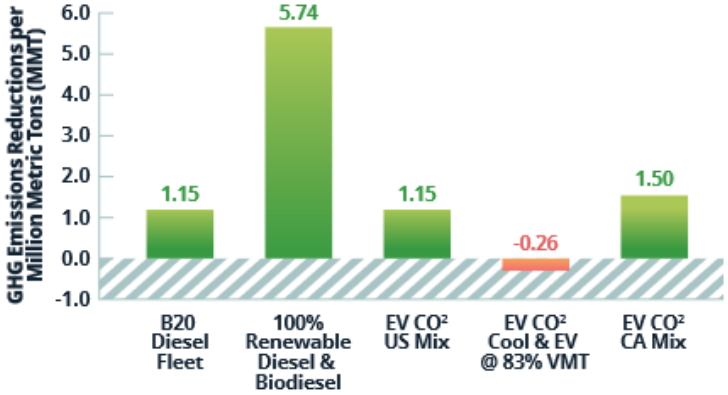
Accelerate Turnover, Electrify, or Use Renewable and Biodiesel Fuels?

The next 10 years are the decade of opportunity. Accelerating the turnover of existing fleets to advanced diesel technology, and using more renewable and biodiesel fuels, will deliver substantially more greenhouse gas (GHG) reductions and other emissions benefits at far lower cost than other strategies.

By 2032 100% renewable diesel and biodiesel will deliver three times greater GHG reductions than electric vehicles (EVs) in Class 7/8 fleets.

Why? Slower migration to new electric vehicles, availability of charging infrastructure, and electric power largely from fossil fuels rather than renewables. Biofuels can be added to the entire diesel fleet at any time. Because EVs travel fewer miles than diesel the study examined EVs replacing 100% and 83% of diesel vehicle miles traveled (VMT).

Heavy-Duty Scenarios 2022-2032 Cumulative GHG Emissions Reductions



ENERGY FOR EVERYONE
propane

A Clean Energy Solution for Tomorrow – Available Today

Propane is a low-carbon fuel alternative, producing far fewer emissions than the equivalent amount of electricity generated from the U.S. grid. Plus, it won't contaminate soil or groundwater because it's non-toxic and non-poisonous. And propane's environmentally friendly benefits don't end there – major advances are being made today for more renewable propane in the future, sourced from used cooking oil and other waste products, for a carbon-neutral fuel that adds no new carbon to the atmosphere when burned.

PROPANE PRODUCES

43% fewer greenhouse gas emissions

THAN GRID-GENERATED ELECTRICITY, BASED ON NATIONAL AVERAGES.

Lower Emissions that Fuel Your Bottom Line

Whether used to heat water for your family, power a farm, or run a fleet of mowers, propane produces significantly fewer emissions than diesel, gasoline, or even electricity. In fact, using propane produces 43% fewer greenhouse gas emissions than using an equivalent amount of electricity generated from the grid. That's good for the environment, but because propane is so efficient and is employed directly at the point of use, its reduced emissions are also good for your bottom line – propane autogas, for example, reduces more emissions per dollar spent than any other fuel.

A Diverse Energy Mix Is a Reliable Energy Mix

No single energy source can solve every environmental challenge. Propane can complement solar and wind systems to reduce emissions while providing reliability – especially during challenging weather conditions. Low-emissions propane is a crucial part of meeting the challenge of creating a more environmentally friendly future, along with renewables and other clean sources of energy. With its power, reliability and versatility, propane is an essential part of a diverse mix enabling cleaner fuels to be used in industries ranging from landscaping to home construction. And with important innovations on the horizon, propane will serve the needs of future generations with even more sustainable solutions.

Propane Education & Research Council
1140 Connecticut Avenue, NW, Suite 1075
Washington, DC 20036
Phone: 202-452-8975

https://propane.com/

CUSSON
Automotive

29 Mascolo Rd. South, Windsor CT

www.cussonautomotive.com

https://www.aawllc.com/about#Sustainability

Yale - Case Study

Yale University

"The hybrid shuttles are exceeding our expectations for CO2 emissions reduction and fuel savings. Plus, the 'green' branding on our buses shows students and faculty that the university is committed to sustainable practices."

Ron Gitelman
Yale Fleet Administrator

Hybrid Fleet Electrification Numbers

23%
Improvement in Miles Driven per Gallon

$20,000
Projected Savings per Vehicle*

*Based on brake maintenance savings, fuel savings, and driver productivity.

99.9+%
Hybrid Vehicle Uptime

43 Tons
Projected Lifetime Reduction in CO2 per Vehicle

Vehicle Type: Goshen Coach 24-passenger shuttles built on Ford E-450 platform

Simple. Smart. Sustainable.

NACFE

NORTH AMERICAN COUNCIL FOR FREIGHT EFFICIENCY

CONFIDENCE REPORTS

Reduce Fuel Costs: Find Technologies That Meet Your Needs

"Success for us is getting the $40 billion back into the pockets of fleets and operators, and cutting fleet fuel bills significantly."

— MIKE ROETH, EXECUTIVE DIRECTOR OF NACFE

GUIDANCE REPORTS

Guiding Future Change In Trucking

"By providing information on emerging new technologies that are not yet available in production, we believe the first generation of production technologies will perform much better and offer better return on investments."

— MIKE ROETH, EXECUTIVE DIRECTOR OF NACFE

https://nacfe.org/

"Run on Less events showcase real fleets in their everyday operations and have demonstrated to the industry that exceptional freight efficiency is possible with the right technology investments."

Mike Roeth, NAFCE

A joint effort between the North American Council for Freight Efficiency (NACFE) and RMI, Run on Less is a best-of-the-best, cross-country roadshow that showcases advancements in freight efficiency. The goal of the Run is to highlight the best possible current use of the efficiency technologies, operational practices, and driver capabilities to show what the most innovative fleets can accomplish in the real world in terms of fuel economy and freight efficiency. Run on Less showcases how efficiency technologies improve the bottom line for fleets and benefit the environment by reducing greenhouse gas emissions.

This report focuses on the Medium-Duty Box Trucks that participated Run on Less – Electric (2021).

This report focuses on the Heavy-Duty Regional Haul Tractors that participated Run on Less – Electric (2021).

This report focuses on the Vans & Step Vans that participated Run on Less – Electric (2021).

This report focuses on the Terminal Tractors that participated Run on Less – Electric (2021).

Run On Less – Electric (2021) featured 13 fleets – representing four market segments – running battery electric vehicles in the US and Canada.

Run On Less Regional (2019) showed how Class 8 tractors and trailers can achieve the best possible fuel economy in regional haul applications.

https://nacfe.org/run-on-less/


ROUSH FENWAY RACING
ROUSH CLEANTECH TRUCK
video link

Nikola TRE Specs

- Up to 330 Miles*†
- 733 kWh† Battery Capacity
- 645 HP Continuous
- 160 Minutes 80% Charge with a 175 kW charger°
- Gross Combined Weight Rating of 82,000 lbs.
- Six Stages of Regenerative Braking

ALTA

eMOBILITY

150 N. Plans Industrial Rd
Wallingford CT

https://emobility.altg.com/

video link

SmartWay®

Monadnock

RESPECTED PAPERMAKING SINCE 1819

- ✓ Consolidate data from our freight transportation activities
- ✓ Calculate and breakdown emission categories
- ✓ Choose like-minded, eco-conscious carriers
- ✓ Demonstrate our commitment to sustainability across our organization
- ✓ Think smarter about all our transportation
- ✓ Save money

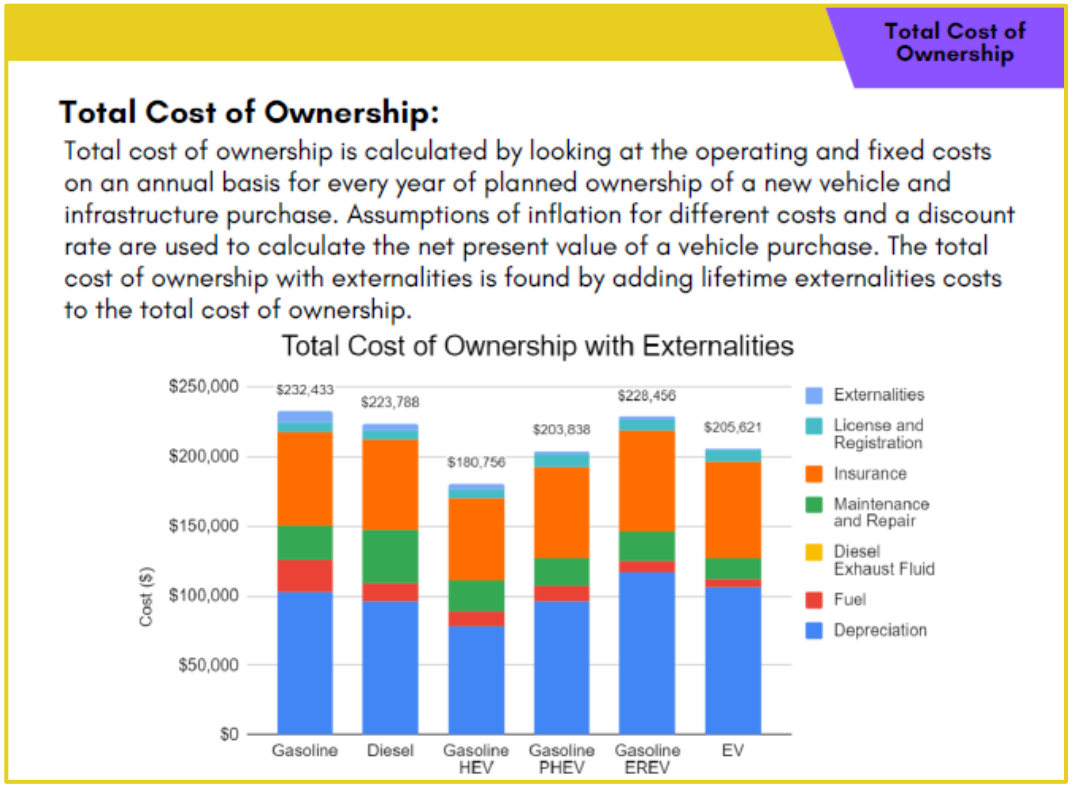
GREATER NEW HAVEN Clean Cities Coalition

: our role

- ✓Support fleet owners and managers through this change
- ✓Share CT based resources: connections with other fleets, truck manufacturers and upfitters
- ✓Updates on DEEP's plans for adoption of CA MD HD standards
- ✓Provide access to technical assistance
- ✓Collaborate with Smartway, Motor Transport Association of CT (MTAC), NAFA Fleet Management Association, American Public Works Association, Sustainable CT
  - Support working group(s) of Connecticut fleets
- ✓Hire a half-time staff person – great retiree job – need candidates!

GREATER NEW HAVEN
Clean Cities Coalition

: fleet analysis pilot



Let me know if you are interested!

GREATER NEW HAVEN
Clean Cities Coalition

: events

- ✓Meeting with Yale's fleet managers – Zoom or New Haven
- ✓Deep dive into propane options – Zoom or in Windsor
- ✓Alta / Nikola open house, Wallingford
- ✓Truck show at NE Chapter of APWA?
- ✓More on adoption of CA MD HD standards?
- ✓ _____
- ✓ _____
- ✓ _____

Closing thoughts…

- This is hard…
- …but also an opportunity
- Important to get it right – but we will get it wrong a lot
  - We can learn a lot from each other
- wessel@nhcleancities.org if you have suggestions or questions
- Email following later this afternoon with slides and link to resources
- Webinar recording by end of week

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'Keep On Truckin,'' The Hippie Slogan R. Crumb Regrets Coining