



NYSERDA

Northeast Diesel
Collaborative
Clean Corridors Meeting
Patrick Bolton

November 3, 2016

Planning

NYS Canal and Great Lakes Marine Transport



Alternative transportation modes and routes provide farmers with more options get their produce to market during natural disasters, economic disruption, and transportation system overutilization.

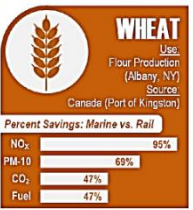
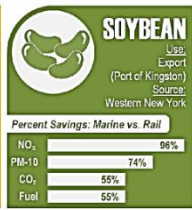
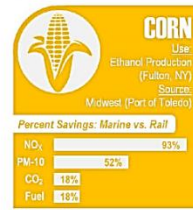
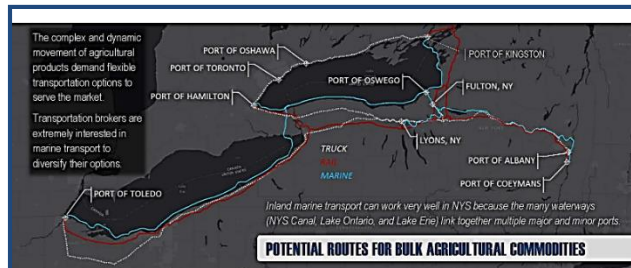
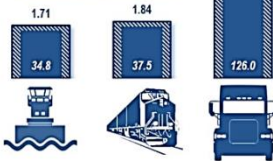
Inland marine transportation is a cost effective and environmentally friendly option to transport bulk agricultural commodities from areas of surplus within the Great Lakes Region using the Great Lakes and New York State (NYS) Canal system. A canal barge must meet certain specifications to operate on a restricted waterway, while a load line certificate is required to operate on the Great Lakes. It is too expensive and cumbersome for a canal barge to obtain a load line certificate which applies to all waterways outside the U.S. Boundary Line in any possible conditions. Therefore, New York State Marine Highway Transportation Company is preparing to apply for a load line route exemption from the U.S. Coast Guard (USCG) to streamline the use of canal barges on the Great Lakes. The New York State Energy Research and Development Authority and the New York State Department of Transportation has funded an investigation of the economic, environmental, safety, and other aspects that support the establishment of this load line route exemption.

A **Load Line** indicates the legal limit to which a vessel may be loaded for specific ocean areas and seasons of the year. A **Load Line Certificate** has determined, among other aspects of seaworthiness, that a vessel has enough volume of ship (reserve buoyancy) above the waterline (load line) so that it will not be in danger of foundering or plunging when under way in heavy seas. **Single Voyage Load Line Exemptions** are regularly issued by the USCG for special deliveries across the Great Lakes using canal barges, but the application process and inspection procedure is too burdensome for operating a regular cargo route. The

Inland marine transport has higher freight efficiency (ton-mile per gallon of fuel) than truck or rail. For certain routes, the waterborne route can be shorter, which further increases the fuel and emissions savings over other freight transport modes.

most effective licensing process for cross-border, lake-to-canal transport routes is a **Load Line Route Exemption** (not requiring a load line for certain vessels, carrying specified cargo on a particular route). The Canadian Coast Guard has issued route exemptions for Canadian-flagged barges to transport grain across Lake Ontario and into the NYS canal, but Canadian barges cannot transport any cargo from U.S. port to U.S. port because of Jones Act provisions. Route exemptions for U.S.-flagged barges have been issued for transporting cargo between the Mississippi river and two ports on Lake Michigan.

■ Gallons of fuel per 1,000 Ton-Miles
■ kg of CO2 per 1,000 Ton-Miles



PROJECT PARTNERS
Energetics Incorporated
Ocean Tug and Barge

PROJECT SPONSORS
New York State Energy Research and Development Authority
New York State Department of Transportation



Education and Technology Transfer

Save the Date



LAST MILE FREIGHT DELIVERY

USE OF CLEANER MOBILITY VEHICLES

PRESENTED BY
UNIVERSITY TRANSPORTATION RESEARCH CENTER - REGION II

In collaboration with:

- IDMEC – Instituto Superior Técnico, Lisbon
- New York State Energy Research and Development Authority (NYSERDA)
- New York State Department of Transportation (NYSDOT)

Date:
Friday, October 4, 2013

Time:
8:30am - 4:30pm

Location:
Baruch College/CUNY
William and Anita Newman
Conference Center
151 East 25th Street, 7th Floor,
New York, NY 10010.



RSVP at:
www.utrc2.org/events/lastmilefreightdelivery.com




New York State
Department of Transportation



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IDMEC
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TÉCNICO
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Vehicles



Truck Voucher Incentive Program

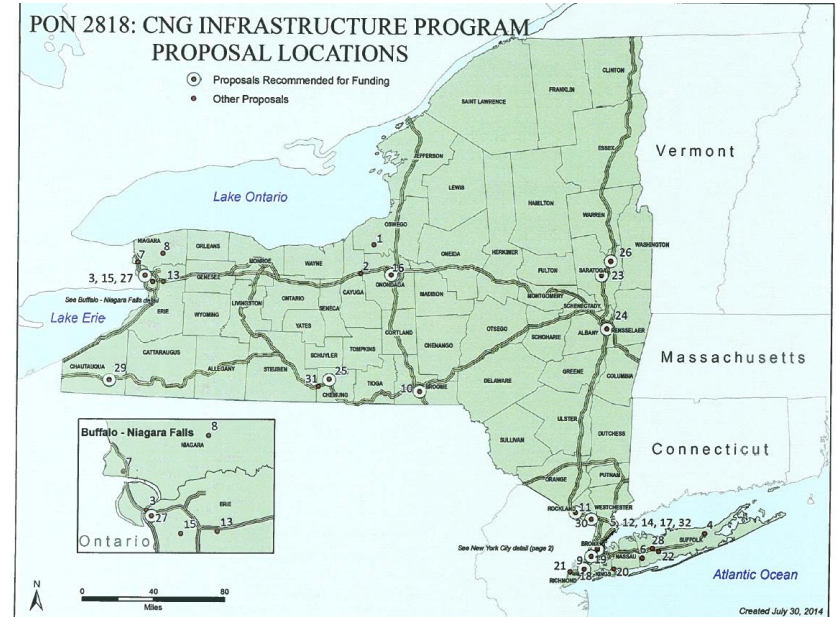


www.truck-vip.ny.gov

\$19 million dollars

Infrastructure

- NYSERDA selected 11 CNG station projects across the state for up to \$500K in funding
- Stations will be installed in 2016-17
- Stations will help more fleets buy more CNG vehicles for interstate and intrastate routes



Infrastructure

- Installed over 700 charging stations to date
 - Collecting usage data, published on ChargeNY website
- New York State Tax Credit
 - 50% up to \$5,000 per installation (public and workplace charging)
- Cleaner, Greener Communities projects – over 200 add'l stations
- Upcoming program to establish purchasing collaborative for charging stations, including targeted additional incentives