



Maersk

Electric trucking Myths & facts



Fact: Infrastructure is growing monthly



Fact: Local & Federal options for grants and incentives



Fact: Local port drayage is a perfect range for EV's

Myth #1 Electric drayage is expensive

While EV's have different pricing from a standard fuel drayage standpoint, Maersk has implemented various pricing options to make moving your cargo with an EV an affordable option. Additionally, the use of electric drayage can come with opportunities for grants and tax incentives (Inflation Reduction Act). In addition, there can be options to utilize EV assets to mitigate additional costs in other areas of your supply chain imposed by local municipalities (Ex: [WAIRE in SOCAL](#))

Myth #4 EV's are not as safe as gas- or diesel-powered vehicles

Electric trucks must meet the same safety standards as their gas- or diesel-powered counterparts. They are also a smoother and cleaner ride for truck drivers. [Click here to learn more](#) from some of our drivers.

Myth #2 Electric truck range is not sufficient

Maersk's Electric trucks have been in operation for over 1 year and are approaching 1 million miles drayed in October. They average 200-220 miles range (100 miles each direction) on a single charge for our Gen 2 trucks. Due to the lower distance ranges, your port drayage is the ideal area for EV's.

Myth #5 There is no EV charging infrastructure

Maersk has invested in charging infrastructure in Southern California, Chicago, and New Jersey with plans to expand across the U.S. and Canada in the coming months and years. Nationwide, there are private charging infrastructure companies available¹ and more entering the market monthly. There has also been increased funding and support pledged from federal agencies².

Myth #3 Electric trucks have weight limitations

While EV's are not designed to pull overweight or heavyweight cargo at this time, they do support up to 40,000 lbs. cargo weight without significant battery degradation. In comparison, a cargo weight of 44,000 lbs. is the common limit for not needing overweight permits. In many states, special considerations are granted for total tare weight of EVs to be higher than diesel to accommodate the additional weight of the EV truck asset.

Myth #6 Air quality is not an issue

As one example, California has some of the worst air quality in the country; these trucks make up only 6% of vehicles on the road, but they make up 73% of the nitrogen oxide from on-road vehicles that harms local health and account for 9% of the state's greenhouse gas emissions.³

Contact your Maersk sales representative to learn more and get your CO2 impact analysis today.

1. [Where EV trucks are going to hit the road first](#)
2. [Biden-Harris Administration Announces Approval of First 35 State Plans to Build Out EV Charging Infrastructure Across 53,000 Miles of Highways](#)
3. [The Advanced Clean Fleets rule explained \(edf.org\)](#)