

**Corrections to *Electrifying ports to reduce diesel pollution from ships and trucks and benefit public health: Case studies of the Port of Seattle and the Port of New York and New Jersey***

1. There was a typographical error in the Summary related to the portion of PM<sub>2.5</sub> emissions that can be eliminated by electrifying harbor craft. It was corrected by replacing 40% and 25% for the ports of Seattle and NY/NJ, respectively, with 45% (Seattle) and 30% (NY/NJ).
2. The emissions factors for ocean-going vessels in goPEIT were incorrectly stated as being from the *Second IMO GHG Study*. They are from the *Fourth IMO GHG Study* and the references to the study were corrected.
3. Drayage trucks are no longer included as an emissions source for the Port of Seattle. Data limitations, including a mismatch between the modeled year (2019) and the data source related to the emissions year (2016), and an inability to disaggregate drayage truck emissions from other heavy-duty vehicles led to the choice to remove them. Related text, as well as information in Table 1, Figure 3, and Figure C2, were updated accordingly.
4. There was a typographical error in absolute emissions of PM<sub>10</sub> and NO<sub>x</sub> reductions for the Port of Seattle from the full electrification scenario. It was corrected by replacing 18 tonnes of PM<sub>10</sub> and 900 tonnes of NO<sub>x</sub> with 15 tonnes and 790 tonnes, respectively.
5. Figures C1 and C2 were modified by using a log scale on the y-axis to make them easier to interpret.