

# SUMMARY

Prepared by Peg Hanna



## Diesel Initiatives Non-Road Workgroup Meeting

Held September 26, 2005 from 10:00-1:00

Meeting Location: North Jersey Transportation Planning Agency, Newark

Meeting called by: Peg Hanna

Facilitator: Melinda Dower

### Materials:

1. Updated strategy chart from 8-17-05 meeting.
2. Summary from EPA Region 2 of IMO-SECA status.

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### Introduction/Announcements.

1. This is last meeting of the workgroup. DEP will update strategy chart based on today's meeting then use it to draft a narrative report which will be submitted to DEP management at end of October. Draft report will be circulated to workgroup participants within next week or two. Reminder that whitepapers are due by Oct 7.

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### Discussion

**Topic 1:** Wilbur McNeil of Weequahick Park Association expressed concern that many of the strategies being discussed are long term and thus insufficient for EJ areas. However, Joseph Monaco of the Port Authority's Port Commerce Department clarified that the Starcrest Cargo Handling Equipment Emissions Inventory indicates that although cargo has increased by 25% between the years 2002 and 2004, overall emissions have decreased by at least one third at the marine terminals during that period. He also clarified that there are many vessel movements within the harbor that have nothing to do with the Port Authority's facilities.

**Topic 2:** Robert Belzer from NJ Coalition Against Aircraft Noise expressed concern that no one from the airport community was at the table. (Note that a representative from the Port Authority's Aviation Department was represented at this meeting.) The earlier FAA/STAPPA/EPA effort to develop strategies to control airport emissions failed in November 2004 when STAPPA walked away saying that the strategies being developed were inadequate (see attached article and letter). He would like to see an analysis of the emission benefits of the airport related strategies being discussed by this workgroup. He also expressed concern that the Lehigh Valley airport is expanding and the FAA is not including environmental issues in its analysis.

Carol Skiba, Councilwoman from the Borough of Hasbrouck Heights, expressed concern that there is little data on airport PM emissions and mentioned that DEP and Environ are studying Teterboro emissions. She also recommended that the state require Environmental Impact Statements (EIS) when airports, including the general aviation airports on the periphery, are expanding. Although EIS's are a NEPA/Port Authority requirement when expansions are underway, there's debate over whether "upgrades" should also trigger an EIS since upgrades are typically analogous to expansions. EIS's/EA's (environmental assessments) are a requirement of NEPA and are submitted to the FAA for review by the Port Authority as the Airport Sponsor. EA's are done for all projects for which the Port Authority receives federal funding or requires a change to the Airport Layout Plan.

### Topic 3: Assignments

1. Bob Frank suggested looking at DEP Air monitoring data from September 11, 2001 to see impact of airports. Peg Hanna will talk to Charlie Pietarinen, DEP Chief of Air Quality monitoring.
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