



CREATING SUSTAINABLE COMMUNITIES

A GUIDE FOR DEVELOPERS AND COMMUNITIES

REDUCING DIESEL EMISSIONS

Exposure to fine particulate matter causes a wide variety of health effects including heart and lung disease, exacerbated allergies and asthma, and premature death. In New Jersey, exposure to diesel particulate matter causes more deaths annually than homicides and car accidents combined.

Reducing emissions and exposure to diesel exhaust will result in fewer health effects and reduced health care costs on a local and statewide level. Vehicle owners will see reduced operating costs for fuel and maintenance. Fuel savings from the strategies below will result in greenhouse gas reductions.

APPLICABLE NEW JERSEY GOALS AND TARGETS

- Stabilize GHG emissions at 1990 levels by 2020/Reduce emissions to 80% below 2006 levels by 2050. www.state.nj.us/globalwarming/index.shtml
- Reduce emissions of ozone precursors and fine particulates to attain the Clean Air Act health standards and visibility goals.
- Reduce emissions and exposure to diesel exhaust.

SUGGESTED ACTIONS AND STRATEGIES

- Eliminate all unnecessary idling of gasoline and diesel-fueled vehicles
- Reach out to school districts, school bus operators, private bus operators and public and private fleet owners to sign the “No Idling Pledge”, which includes several voluntary steps that go beyond compliance with the state’s idling rule to eliminate all idling.
- Post “No Idling” signs at sites where gasoline or diesel fueled vehicles congregate. Implement education campaigns to encourage compliance with the three-minute idling limit by raising awareness of the regulation and its penalties, as well as the environmental and health effects of idling. Provide incentives for municipal employees to reduce idling.
- When purchasing new vehicles, consider hybrid, alternatively fueled vehicles, or gasoline vehicles before diesel. If choosing diesel, consider model year 2007 or newer on-road vehicles; and model year 2004 or newer non-road equipment. Use ultra-low sulfur diesel fuel on all vehicles and non-road equipment.
- Require that new or expanded warehouses, distribution centers and truck stops install land-based electrical sources of power so that trucks and/or their refrigerated trailers do not have to idle to provide power for: amenities in the cab while waiting to load or unload; the refrigerated units on their trailers; or truck lift gates and other accessories needed for loading and unloading.
- Encourage warehouses, distribution centers and other businesses in town to use the cleanest possible diesel equipment for daily operations at their sites (e.g., forklifts to lift pallets).



SUGGESTED ACTIONS AND STRATEGIES

- Require the use of both ultra-low sulfur diesel fuel and the best available retrofit technologies for both on-road and off-road diesel-fueled vehicles and equipment in municipal contracts.
- Identify traffic strategies to keep trucks away from residential neighborhoods and sensitive receptors such as schools, playgrounds and senior centers.

STATE TECHNICAL/FINANCIAL ASSISTANCE

Limited funding for diesel retrofits is available at both the state and federal level. Contact the Diesel Risk Reduction Program for current information on grant opportunities and retrofit eligibility. These materials to promote idling reduction are available at the DEP's Stop the Soot initiative - <http://www.stophesoot.org/>.

FURTHER INFORMATION

EPA's Smart Way Partnership - <http://www.epa.gov/smartway/>

Information on certified diesel retrofits are available at:

EPA's Verified Technologies List - <http://www.epa.gov/otaq/retrofit/verif-list.htm>

California's Verified Technologies - <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>

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