

Mobile Cargo Handling Equipment at Ports & Intermodal Rail Yards

May 7, 2025



Agenda

- Regulatory Goals
- What is in the rule
- Applicability
- Schedule
- Opacity Limits
- Reporting & Recordkeeping





GOALS

Primary: reduce diesel NOx, PM emissions; especially in EJ communities
Secondary: Encourage Electrification



- **N.J.A.C. – 7:27-34**

- Mobile Cargo Handling Equipment At Ports And Intermodal Rail Yards

<https://dep.nj.gov/wp-content/uploads/aqm/sub34.pdf>

- **Timing**

- Rule effective on February 6, 2023
(Adopted:12/29/2022; Operative: 2/27/2023)

- **What is in the rule?**

- Performance standards for new CHE and existing CHE (in-use yard trucks & in-use non-yard trucks)
- Opacity Limits *
- Replacement Engines
- Alternate Compliance Options*
- Compliance Extensions*
- Transfer Plans
- Low-throughput Ports*
- Reporting & Recordkeeping Requirements*

- **How will this rule help?**

- Modernize some of the oldest diesel-powered CHE at Ports & Intermodal Rail Yards
- Clean up CHE near some of the most densely populated areas
- Requires Tier 4F or Tier 4 w/alternate PM

This presentation is intended to provide guidance on the rule requirements in effect at the time of the presentation. If there is any discrepancy between this presentation and the rule, the rule language shall prevail.



Applicability

- Any person who owns or operates a terminal or business at a port in the State and operates cargo handling equipment at that location.
- Any person who owns or operates an intermodal rail yard in the State and operates cargo handling equipment at that location.
- Any person conducting business in the State who sells, offers for sale, leases, rents, or purchases any cargo handling equipment or engine that is used at any port or intermodal rail yard in the State.

Does NOT apply to:

1. Portable CI engines;
2. Military tactical support CHE;
3. Cargo handling equipment used solely to support construction activities at a port or intermodal rail yard;
4. Mobile cranes;
5. Sweepers;
6. Rented, leased, or contracted equipment brought onto a port or intermodal rail yard to perform unexpected repairs that are not routine in nature or due to predictable maintenance activities; and
7. Equipment at **low-throughput ports** that are no closer than 75 miles to an urban area, except as provided at N.J.A.C. 7:27-34.13

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SCHEDULE

On or after March 1, 2025, any **new** CHE must be Tier 4F or meet the standards of a certified on-road engine.

Phase-in Schedule for In-use cargo handling equipment (CHE):

CHE with an on-road engine	CHE with an off-road engine	Compliance deadline
Pre-1998 model year	Tier 0	March 1, 2025
1998-2003 model year	Tier 1	March 1, 2026
2004-2006 model year	Tier 2	March 1, 2027
2007-2009 model year	Tier 3 and Tier 4 interim	March 1, 2028

Compliance Extensions:

- for low-use CHE
- for manufacturer delay
- for compliance with Zero-emission CHE

Alternate Compliance Options:

- BACT
- Fleet Averaging Plans

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Opacity Limits

PM emissions limit to which CHE powered by a diesel CI engine is certified	Opacity Limit
>0.40 g/bhp-hr PM	55%
0.31-0.40 g/bhp-hr PM	45%
0.21-0.30 g/bhp-hr PM	35%
0.11-0.20 g/bhp-hr PM	25%
0.05-0.10 g/bhp-hr PM	15%
<0.05 g/bhp-hr PM	5%

Compliance will be determined by the Department with a smoke meter in accordance with N.J.A.C. 7:27-34.8

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Recordkeeping

- Records required by the regulation shall be maintained for 5 years and be made available for inspection or submitted to the Department in response to written request.

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Reporting

Initial report due November 1, 2024

- Includes CHE by engine model year with equipment & engine details, annual hours of use, fuel type and annual fuel usage, etc.

Annual report due August 1st of each subsequent year

- Includes changes to information, description of method & date of compliance including equipment retirement details, extension granted, etc.

Fact Sheet, FAQ, Templates & Submittal Portal:

<https://dep.nj.gov/stophthesoot/cargo-handling-equipment-at-ports-and-rail-yards/>

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Thank you!

Diesel Enforcement & Emission Measurement

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