Overview

February 3, 2023



Cargo Handling Equipment

Jeff Cantor – Bureau of Mobile Sources



Cargo Handling Equipment @ Ports & Rail Yards

Goals –

- Primary: NOx, PM; Especially in EJ communities
- Secondary: Encourage Electrification

Timing

- Adoption anticipated to be published in a February NJ Register
- Initial Phase in 2025

What is in rule?

- Modernization of CHE at Ports and Intermodal Railyards
- Requires move to Tier 4F or Tier 4 w/alternate PM

How will this help?

- Modernize some of the oldest dieselpowered equipment in the state
- Clean up equipment used near some of the most densely populated areas



- Excludes low throughput facilities over 75 miles from urban areas
- Extension for low use CHE
- Extension for Mfg delay
- Extension for over compliance with ZEV

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.



Moving to Tier 4F which is a mature technology on the market for over 10 years

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

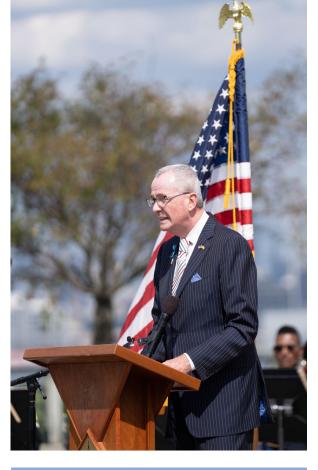
Phase-in Schedule for In-use cargo handling equipment:

Cargo handling equipment with an on-road engine	Cargo handling equipment with an off-road engine	Compliance deadline
an on-road engine	OII-I Oad Eligille	
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









Thank you!





