



Overview

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Cargo Handling Equipment

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Cargo Handling Equipment @ Ports & Rail Yards

Goals —

- Primary: NO_x, 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 diesel-powered 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 |
|---|--|---------------------|
| 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!

