



New
Jersey
Department of
Environmental
Protection

COMPLIANCE ADVISORY

Enforcement Alert

Making You Aware of Anticipated Enforcement Activities

Compliance and Enforcement

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Idling of Trucks with Sleeper Berths No Longer Allowed After May 1, 2011

Who is affected by this initiative?

As of May 1, 2011, idling of most trucks with sleeper berths is no longer allowed in New Jersey. Only trucks with model year 2007 or newer engines, or trucks that are equipped with a functioning Diesel Particulate Filter (DPF), are allowed to idle while the driver is resting or sleeping in the sleeper berth. Idling of any truck currently is prohibited if it is parked in a space equipped with Truck Stop Electrification (TSE) technology.

DEP regulations at N.J.A.C. 7:27-14 prohibit diesel-powered vehicles from idling for more than three consecutive minutes if the vehicle is not in motion, with limited exemptions. Previously, N.J.A.C. 7:27-14.3 (b)6 allowed drivers to idle their diesel vehicles while resting or sleeping in a sleeper berth. However, alternatives to idling are available and have been adopted by approximately 75% of long-haul drivers. These options include use of an Auxiliary Power Unit (APU), use of Truck Stop Electrification (TSE), or idling of a truck with a diesel particulate filter (DPF).

Why is DEP targeting idling trucks?

The idling of diesel-powered vehicles produces a wide variety of air pollutants, including fine particulates, nitrogen oxides, volatile organic compounds, formaldehyde and other toxic air pollutants. Some of these air pollutants are known carcinogens. Particulate matter can cause health problems in the general population ranging from difficulty in breathing to heart attacks. In fact, the number of premature deaths in New Jersey each year caused by exposure to fine particulates exceeds the number of deaths from homicides and motor vehicle accidents. Idling is also an occupational hazard that exposes drivers to dangerous levels of fine particulates and other toxins.

In addition to the environmental risks, idling vehicles unnecessarily consume fuel and increase long-term engine maintenance costs.

What is DEP doing?

Beginning May 1, 2011, DEP inspectors will target truck stops, rest areas and warehouse distribution centers to ensure that diesel-powered vehicles are complying with all applicable regulations. We also will respond aggressively to resident complaints with the help of the local environmental health agencies throughout the state. Failure to comply with the idling standards will result in enforcement actions and civil administrative penalty assessments for the property owner and the vehicle operator, starting at \$250 per day.

DEP initially proposed the phase-out of sleeper berth idling in 2007, but delayed implementation for approximately four years to allow for the development of alternatives to idling. Truck-stop electrification sites are currently being built at the Vince Lombardi Rest Area of the N.J. Turnpike and at a location in Carneys Point, N.J. Both locations are scheduled to

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open by the Summer of 2011. Additional truck-stop electrification is available at several locations in surrounding states.

Another alternative to idling is the use of auxiliary power units (APUs) or systems, including generator sets and bunk heaters. With the main engine of the truck shut off, you are allowed to run APUs to power the sleeper berth (N.J.A.C. 7:27-14.3(b)8). More than half of all long-haul trucks in the U.S. are currently equipped with auxiliary power systems. DEP and its partners have funded \$1.3 million toward the purchase and installation of auxiliary power systems. Truck drivers/ owners can obtain information on the availability of loans and grants to purchase APUs through a U.S. EPA program called Smartway at <http://www.epa.gov/smartway/transport/what-smartway/financing.htm>.

What should I do?

- Carefully review the following general guidelines to ensure compliance but please refer to the regulations at <http://www.nj.gov/dep/aqm/rules.html> for a comprehensive list of requirements.
- Explore alternatives to idling, such as the use of auxiliary power units (APUs), truckstop electrification (TSE) and the purchase of 2007 compliant engines with diesel particulate filters (DPUs).
- Ensure that diesel-powered vehicles do not idle for more than three consecutive minutes if the vehicle is not in motion.
- Adopt a no-idling policy for your fleet drivers and encourage them to do their part. It will save you money and protect their health.
- Property owners may consider posting No Idling signs (order forms available at www.StopTheSoot.org) on your property if trucks frequently idle at your location.
- Residents can call the DEP 24-hour hotline (1-877-WARN-DEP) to register suspected violations of the idling standards.

Who should I contact with questions or complaints?

- **DEP 24-hour Hotline** at 1-877-WARN-DEP to report suspected violations
- **DEP Diesel Risk Reduction Program** at 609-292-7953 for general questions
- **Northern Field Office** at 973-656-4444 for complaints in: Bergen, Essex, Hudson, Hunterdon, Morris, Passaic, Somerset, Sussex and Warren counties
- **Central Field Office** at 609-292-3187 for complaints in: Burlington, Mercer, Middlesex, Monmouth, Ocean and Union counties
- **Southern Field Office** at 856-614-3601 for complaints in: Atlantic, Camden, Cape May, Cumberland, Gloucester and Salem counties

Where can I get more information?

Visit the following Web sites for additional information:

- Idling Information at www.StopTheSoot.org
- Air Enforcement at <http://www.nj.gov/dep/enforcement/air.html>
- Contact DEP at <http://www.nj.gov/cqi-bin/dep/contactdep.pl>
- Comment on this advisory at <http://www.nj.gov/dep/enforcement/survey.html>

Please note this advisory is intended to be a summary explanation of a DEP initiative. It does not include all potentially applicable requirements. If you have any questions related to compliance with this initiative, please contact the numbers listed above.