



**NEW JERSEY  
PROTECTING AGAINST  
CLIMATE THREATS:**

Dramatically cut  
emissions of  
greenhouse gases.



**#NJPACT**

**RULE PREVIEW**

This meeting is being held by the New Jersey Department of Environmental Protection for general information purposes only and does not reflect any final agency decision or action.

# SESSION HOUSEKEEPING

1. This live event is being recorded and will be shared on the Department's NJ PACT website.
2. All attendees are muted. If you have procedural questions, please type it in the Q/A chat.
3. More information about NJ PACT Rule development can be found at <https://www.nj.gov/dep/njpact/>



# NJ PACT CLIMATE POLLUTANT RULES -- PROGRESS TO DATE

2019 EMP – December 2019

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graph TD; A[2019 EMP – December 2019] --> B[EO 100 – January 2020]; B --> C[Stakeholdering Sessions – Feb. and August 2020]; C --> D[GWRA 80x50 Report – October 2020];
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EO 100 – January 2020

Stakeholdering Sessions – Feb. and August 2020

GWRA 80x50 Report – October 2020

# FOSSIL FUEL-FIRED ELECTRIC GENERATING UNITS (EGUS)

## Existing EGUs

- CO<sub>2</sub> emission limit, regardless of fuel, that ratchets down over time

## New base load EGUs

- CO<sub>2</sub> emission limit based on rate achieved by most efficient combined cycle

## New non-base load and modified EGUs

- case-by-case review

# COMMERCIAL AND INDUSTRIAL BOILERS

phase-down of small (<5 MMBtu) fossil-fuel combustion commercial and industrial boilers by

- imposing conditions for permit approval, such as technical infeasibility of a non-fossil fuel boiler
- requiring boiler fleet owners to submit a boiler fleet report and replace small, older fossil-fuel combustion boilers with a non-fossil fuel boiler

# HEAVY FUEL SALES BAN

- Ban on the sale of No. 4 and 6 liquid heavy fuels
- Exception for marine vessels

# ADVANCED CLEAN TRUCK (ACT) AND FLEET REPORTING

- CA's rules, to be adopted by reference, apply to Class 2b (delivery vans) to Class 8 (long haul tractor trailers) of all fuel types
  - Manufacturer zero-emission truck sales requirement, starting with model year 2025 in NJ and increasing through model year 2035.
- Will also include a reporting requirement for large fleet owners to support future development of zero emission fleet requirements and assess infrastructure needs.



# MEDIUM- AND HEAVY-DUTY VEHICLE OMNIBUS RULE

- Adopt CA's rules by reference, which:
  - Establish stricter oxides of nitrogen (NO<sub>x</sub>) limits for some medium- and all heavy-duty engines and vehicles, to take effect with model year 2025.
  - Include longer warranty requirements to ensure future emissions controls are covered by the manufacturer using original manufacturer parts.

# MEDIUM-DUTY VEHICLE INSPECTIONS

- Establish the standards and test procedures for periodically inspecting Class 2b through Class 5 medium-duty diesel (e.g., large pickups, step vans, and delivery trucks), which are currently the only classes of vehicles not required to submit to traditional periodic inspections.
- Inspections will mitigate tampering and ensure compliance with the Omnibus rule
- Complementary NJMVC rules will require these inspections at licensed private inspection facilities

# CARGO HANDLING EQUIPMENT

- Adopt CA's rules by reference to require existing diesel-powered cargo handling equipment to upgrade to cleaner technology, and require that new purchases meet the tightest standards.
- Investment in cleaner diesel technology will provide short term black carbon reductions and improved local air quality.
- Transition of this equipment to full electric will be considered in the future once CA moves forward with their rules.

# OTHER RULES FOR FUTURE CONSIDERATION

- **Zero Emission Fleet rule** (expected CA proposal late 2021) that would require fleets, including drayage and intermodal, first/last mile delivery, private bus/shuttle operators, garbage, public agencies, and utilities, to have an increasing number of zero emission trucks in their fleet.
- **Cargo Handling Equipment rule** (expected CA proposal ~2023) that would require transition to electric by 2031.
- **Oceangoing Vessels rule** that would require certain container, refrigerated cargo, and passenger vessels to reduce their “at berth” particulate matter and NOx emissions through use of landside power or portable emission reduction systems.

# NEXT STEPS

- NJDEP is working to propose NJ PACT Climate Pollutant Rules (CPR) in the April 2021 timeframe.
- Each rulemaking will have a separate public hearing and comment period and comments will be addressed as part of any final adoption package.
- For additional information on the NJ PACT CPR process, you can email us at:
  - [NJairrulesstationary@dep.nj.gov](mailto:NJairrulesstationary@dep.nj.gov) for stationary source rule efforts or
  - [Njairrulesmobile@dep.nj.gov](mailto:Njairrulesmobile@dep.nj.gov) for mobile source rule efforts