

NEW JERSEY CLEAN AIR COUNCIL

Clean Air Council Members

Michael Egenton, Chairman
James Blando, Ph.D., Vice Chairman
Ferdows Ali, Ph.D.
Jorge H. Berkowitz, Ph.D.
Leonard Bielory, M.D.
Joseph Constance
Hugh DeFazio, Jr., Esq.
John Elston
Elease Evans
Gene Feyl
Toby Hanna, P.E.
Marcelino Iglesias
Richard M. Lynch, Ph.D.

Draft Approved: 11/9/05

Clean Air Council Members

John Maxwell
Joseph Spatola, Ph.D.
Kenneth Thoman
Junfeng (Jim) Zhang, Ph.D.
Irwin Zonis

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NJ CLEAN AIR COUNCIL MEETING RECORD

October 12, 2005, 9:30 a.m.

IBEW, Local 94

219 Franklin St.

Hightstown, NJ 08520

(609) 426-9702

CALL TO ORDER: James Blando opened the meeting.

COUNCIL MEMBERS PRESENT: All of the Council members were present with the changes noted below. (**See Attachment 1 – Attendance Sheet**)

EXCUSED: Ferdows Ali, Jorge Berkowitz, Hugh DeFazio, Elease Evans, Gene Feyl

REPRESENTATIVE: Daniel Cunningham for Michael Egenton

SPEAKERS: Bill O'Sullivan, Director, Division of Air Quality; Charles Pietarinen, Chief, Bureau of Air Monitoring; Sharon Davis, DEP Diesel Program

PUBLIC: Steve Barnett, Connell Foley LLP

Meeting Record

Roll call was taken. Vice-Chairman called for motion to approve the September minutes. Irwin Zonis made the motion to approve September minutes as submitted. Dr. Bielory seconded the motion. The September minutes were approved by a unanimous vote.

Administrative Report

Presented by Bill O'Sullivan, Director, Division of Air Quality:

- Operating permits (OP)--334 issued, 21 remaining.
- Preconstruction permits—Down from greater than 400, 37 are backlogged.
- Public Hearings-- Public interest in operating permits is increasing. A hearing on the Marcal Recycling Paper Mill OP was held in Elmwood Park. DEP is reviewing the

comments. An OP issued to US Gypsum was appealed by the public on an environmental justice issue. Mayor Doria of Bayonne requested a public hearing for the AGC Chemicals (Asahi) OP that was held in September. The issues involved a non-regulated air contaminant.

- Air Permit Fees—A proposal to increase minor facility fees has been submitted to the Office of Administrative Law. Fees have not increased since 1991.
- Motor Vehicle Inspection Program (MVIP)-- the State of New Jersey is convening a small group of stakeholders to discuss the future of the Motor Vehicle Safety and Emissions Inspection Program. The stakeholder group will be made up of senior state officials from the Motor Vehicle Commission; the Department of Environmental Protection; representatives from the repair industry; the motoring public; environmental interests and others. The group will provide opinions and input to the state about the MVIP. The first meeting will be November 17 in the Motor Vehicle Commission Building in Trenton. There are likely to be two additional meetings in late winter and early spring. The final report is due in 2007. (The CAC has since been invited to have a representative participate.)
- SIPs—The SIPs for 8-hour ozone and fine particulate matter are under early development.
- DEP's Air Quality Workshop—The six workgroups plan to submit their final report to Commissioner of DEP by October 30, 2005. The reports will suggest air pollution measures for further evaluation to possibly include in the ozone and fine particles SIPs. There will be an all day presentation on November 14 by the workgroups on their recommendations. Another workshop is planned for the spring. Then the SIPs will be proposed and adopted with formal opportunity for public comment. Plans are due in 2007 for ozone and in 2008 for fine particulate matter. CAC feedback is welcomed and encouraged. Besides indoor air quality, these two SIPs need CAC attention the most.
- EPA Implementation Rules for PM 2.5 Non-Attainment—Comments are due in December, 60 days after publication in the NJ Register. Similar rules for ozone are in draft form.
- New Source Review—EPA is considering sanctions against states that do not submit revised rules by January 2, 2006. Court actions and lawsuits are encumbering the process. New Jersey has asked EPA to extend the January deadline and is considering an equivalency demonstration for our current rules.
- NOx Rule—**See Attachment 2, distributed at meeting.**

Ozone Season

Presented by Charles Pietarinen, Chief, Bureau of Air Monitoring: (See Attachment 4)

- Ozone Season—Exceedances in New Jersey are fairly consistent with other states in the Northeast.
- 8-hour standard in 2005—Colliers Mills had the most exceedances, with Flemington coming in second. Chester and Nacote Creek had the fewest exceedances. The maximum reading of 0.110 PPM was at Millville.
- 1-hour exceedances—Five days between July 22 and August 13. The maximum reading was 1.141 PPM at Bayonne.
- Meteorological influences, such as temperature, affect ozone readings.
- Regulations limiting the vapor pressure of gasoline sold in the summertime was a major factor in reducing ozone levels in the late 1980's.

- Design values determine if states are meeting standards.
- In 2005, there have been 16 days so far on which particulate levels were rated as being unhealthy for sensitive groups.

Ohio Edison Mitigation Projects

Presented by Sharon Davis, DEP Diesel Program: (See Attachment 3, distributed at meeting.)

The NJ DEP will receive \$2.8 million to conduct Supplemental Environmental Projects as part of the Ohio Edison settlement. The NJ DEP will focus these projects towards reducing emissions, particularly fine particulate matter, from diesel mobile sources. Below is a list of targeted projects to be potentially funded by the OE mitigation funds:

- Partner with a NJ based association that represents NJ small motor carriers (e.g. NJ Motor Truck Association or the Bi-State Motor Carriers Association) to fund the purchase of Auxiliary Power Units (APUs) or Bunk Heaters for day cab drivers to reduce idling. The project targets day cab drivers since the majority of their time is travelling within NJ State boundaries and therefore, any reductions are guaranteed to stay in NJ. An APU is a small diesel engine that is used to run in-cabin amenities, such as heating and air conditioning, instead of idling the truck's main engine. An APU saves 0.6 gallons of diesel fuel per hour compared to idling the main truck engine and can conceivably be used 10 months out of the year. Bunk Heaters are smaller and cheaper than APUs but are used solely to provide heat to the cab. Therefore, a bunk heater would be used less during the year than an APU (approximately 5 months) and saves 0.78 gallons per hour compared to idling the main truck engine. The US EPA Smartway program is also a potential partner with this project.
- Demonstration project to install tailpipe control devices on diesel solid waste vehicles, on-road and off-road vehicles that are regulated by the Diesel Retrofit Legislation. The purpose of this project is to demonstrate the viability of after-market treatment in real world application. Project may also include in-use testing.
- Demonstration project with NJ Transit Authority to install and test a Diesel Oxidation Catalyst on a commuter train. The purpose of this project is to determine the effectiveness of new technology in treating fine particulate matter from the exhaust of diesel engines on commuter trains. This project may also have applications for the marine sector since the commuter train has similar duty cycles and engines to that of certain marine vessels. A similar project is currently being conducted with the Massachusetts Bay Transit Authority.
- Retrofit of a terminal tractor from diesel power to battery electric drive with diesel electric, on-board charging capabilities. This will result in the reduction of diesel fuel consumption and the resulting pollutants; as well as reduction in maintenance and repair costs. The program scope includes the building of the prototype and possibly three additional tractors. At this time, this project has not been conducted elsewhere in the country.
- Electrification of the Vince Lombardi Rest Area on the NJ Turnpike. The electrification would be for a limited number of parking spaces, which would allow truck drivers to use grid electricity for the operation of on-board HVAC units, block heaters, and in-cabin convenience appliances. This allows the diesel engine of the truck to be shut down; thus saving energy, fuel, maintenance costs and eliminating the associated noise and air pollution.

- Dockside Electrification at a refrigeration terminal at the Port of NY/NJ. Dockside electrification, often referred to as “cold-ironing,” allows a ship to plug-in to the electrical grid to supply the power for its hotel load (e.g. lights, refrigeration, electricity, pumps and other needs) while at berth. This project would eliminate the need for a ship to run its auxiliary engine that burns bunker fuel with a sulfur content of 45,000 ppm. It is estimated that one ship idling is equal to approximately 2000 idling trucks. One could expect a container ship to stay docked for about 3 ½ days.

NEW BUSINESS/OLD BUSINESS

- Review November Minutes
- Annual Public Hearing Update—Richard Lynch distributed first draft of brochure; Jorge Berkowitz made a motion to dedicate 2006 Public Hearing in memory of Dr. Manganelli. Irwin Zonis seconded the motion. The motion passed by a unanimous vote;
- Leonard Bielory made a motion to send a letter from the CAC to the Manganelli Family. John Maxwell seconded the motion. The motion passed by a unanimous vote. James Blando volunteered to draft a letter.
- The members requested that Commissioner Campbell present a meritorious service award to Dr. Manganelli posthumously. Sonia Evans will follow-up.
- Postpone Long Range Potential Plans for Air Monitoring Network Presentation to next year.
- Vice-Chairman called for motion to adjourn the meeting. John Maxwell made the motion, seconded by Joseph Spatola. The meeting was adjourned at 12:25 p.m.

ARTICLES OF INTEREST

- New Clips

NEXT MEETING

Union County Utility Authority, 1499 Routes 1 & 9 North, 3rd Fl., Rahway, NJ 07065