

**XIX. Amended Rules for Zero-Emissions  
Airside Vehicles at LaGuardia Airport,  
John F. Kennedy International Airport,  
and Newark Liberty International Airport**

## **Chapter 19: Amended Rules for Zero-Emissions Airside Vehicles at LaGuardia Airport, John F. Kennedy International Airport, and Newark Liberty International Airport**

This Chapter establishes requirements for transitioning Airside Vehicles to Zero-Emissions by 2030, subject to the Commercial Availability and Operational Feasibility of Zero-Emissions Vehicles and the availability of charging/refueling infrastructure for them.

### 1. Applicability

1.1. This Chapter applies to any Airside Vehicle.

#### 1.2. Exemptions

1.2.1. Conventional Small, Emergency Response, snow removal, Low-Use and Temporary Conventional Airside Vehicles are exempt from Sections 3 and 4.

1.2.2. Existing Conventional Airside Vehicles that are subject to a lease with an original effective date earlier than January 1, 2022 are exempt from Sections 3 and 4 through 2027. This exemption does not apply to Vehicles that are subject to lease amendments, modifications or extensions entered into after January 1, 2022. Starting January 1, 2028, Existing Conventional Airside Vehicles under this paragraph 1.2.2 shall be subject to Sections 3 and 4.

1.2.3. Airside Vehicles owned or operated by a government entity.

1.2.4. Buses, sedans, two-door cars, hatchbacks, station wagons, sport utility vehicles, crossover vehicles, vans and pick-up trucks.

### 2. Report on Usage of Zero-Emissions Airside Vehicles

2.1. Except as set forth in Section 2.2, starting 2024, and then every other year thereafter, persons owning or operating Zero-Emissions Airside Vehicles shall submit by the last working day of January a report on the usage (hours) of such vehicles during the prior two calendar years, which report shall include for each such vehicle, at a minimum, identification of the vehicle by PANYNJ Plate number, the type of vehicle or equipment (baggage tug, cargo tractor, etc.), and the hours of usage for the prior two calendar years.

2.2. Persons owning or operating PANYNJ Plated Zero-Emissions Airside Vehicles that were acquired in connection with, or funded by, a government grant that requires reporting of Vehicle usage, shall comply with all reporting requirements (including the reporting schedules) of the grant instead of the reporting requirements set forth in Section 2.1.

### 3. Registration of Additional and Replacement Conventional Airside Vehicles

Starting June 1, 2022, Additional and Replacement Conventional Airside Vehicles shall be eligible for Registration only if the following requirements are met:

3.1. Zero-Emissions models are not Commercially Available, or the Applicant demonstrates (on forms to be provided by the Port Authority) that Zero-Emissions models are not Operationally Feasible or that sufficient charging/refueling equipment for Zero-Emissions models does not exist;

- 3.2. each Additional and Replacement Conventional Airside Vehicle is new (not used) and meets or exceeds the U.S. Environmental Protection Agency emissions standards applicable for such new vehicle as of the date that Registration is sought;
  - 3.3. the Replacement Conventional Airside Vehicle will be the same type of vehicle as the Existing Conventional Airside Vehicle that it is replacing (e.g., baggage tug shall replace a baggage tug);
  - 3.4. the Existing Airside Vehicle to be replaced shall be Conventional;
  - 3.5. replacements of Existing Conventional Airside Vehicles shall be in the order of model year, from oldest to more recent, unless a newer Airside Vehicle has to be replaced because it is inoperable; and
  - 3.6. the Existing Conventional Airside Vehicle that is being replaced shall not be relocated to any Port Authority airport.
4. Registration Renewals for Existing Conventional Airside Vehicles

The following schedule shall apply to Registration renewals for Existing Conventional Airside Vehicles:

- 4.1. Except as set forth in sections 4.2 through 4.7, all Existing Conventional Airside Vehicles shall be eligible for Registration renewal.
- 4.2. Starting January 1, 2022, the Port Authority will not renew the Registration for any Existing Conventional Airside Vehicle that is older than model year 1971, unless its engine meets (as applicable) (a) USEPA Tier 3 emissions standards for nonroad compression ignition (diesel) equipment, (b) Tier 2 emissions standards for nonroad large spark ignition (gasoline) equipment, or (c) for other categories of Airside Vehicles, the most stringent applicable USEPA emissions standards in effect at the time of Registration expiration.
- 4.3. Starting January 1, 2023, the Port Authority will not renew the Registration for any Existing Conventional Airside Vehicle that is 40 years old or more as of the year of its Registration expiration, unless its engine meets (as applicable) (a) USEPA Tier 3 emissions standards for nonroad compression ignition (diesel) equipment, (b) Tier 2 emissions standards for nonroad large spark ignition (gasoline) equipment, or (c) for other categories of Airside Vehicles, the most stringent applicable USEPA emissions standards in effect at the time of Registration expiration.
- 4.4. Starting January 1, 2027 and subject to Sections 4.5 and 4.6, the Port Authority will not renew the Registration for any Existing Conventional Airside Vehicle that is 30 years old or more as of the year of its Registration expiration, unless its engine meets (as applicable) (a) USEPA Tier 3 emissions standards for nonroad compression ignition (diesel) equipment, (b) Tier 2 emissions standards for nonroad large spark ignition (gasoline) equipment, or (c) for other categories of Airside Vehicles, the most stringent applicable USEPA emissions standards in effect at the time of Registration expiration.
- 4.5. Starting January 1, 2028, the Port Authority will not renew the Registration for the following Conventional Airside Vehicles:

- 4.5.1. Existing Conventional diesel Airside Vehicles that are subject to 40 C.F.R. Part 1039 (Control of Emissions from New and In-Use Nonroad Compression-Ignition Engines) and that do not meet applicable USEPA Tier 3 emissions standards set forth at 63 Fed. Reg. 56968 (Oct. 23, 1998); and
- 4.5.2. Existing Conventional large spark-ignition Airside Vehicles that are subject to 40 C.F.R. Part 1048 (Control of Emissions from New, Large Nonroad Spark-Ignition Engines) that do not meet applicable USEPA Tier 1 emissions standards set forth at 67 Fed. Reg. 68242 (Nov. 8, 2002).
- 4.6. Starting January 1, 2029, the Port Authority will not renew the Registration for the following Conventional Airside Vehicles:
  - 4.6.1. Existing Conventional diesel Airside Vehicles that are subject to 40 C.F.R. Part 1039 (Control of Emissions from New and In-Use Nonroad Compression-Ignition Engines) and that do not meet applicable USEPA Tier 4 emissions standards set forth at 63 Fed. Reg. 56968 (Oct. 23, 1998); and
  - 4.6.2. Existing Conventional large spark-ignition Airside Vehicles that are subject to 40 C.F.R. Part 1048 (Control of Emissions from New, Large Nonroad Spark-Ignition Engines) that do not meet applicable USEPA Tier 2 emissions standards set forth at 67 Fed. Reg. 68242 (Nov. 8, 2002).
- 4.7. Baggage tugs, belt loaders and aircraft tractors: Starting January 1, 2027, the Port Authority will not renew the Registration of Existing Conventional baggage tugs, belt loaders and aircraft tractors unless the Applicant demonstrates (on forms to be provided by the Port Authority) that Zero-Emissions models are not Operationally Feasible or sufficient charging/fueling equipment for Zero-Emissions models does not exist.
- 4.8. Starting January 1, 2030, the Port Authority will not renew the Registration of any Existing Conventional Airside Vehicle unless the Applicant demonstrates (on forms to be provided by the Port Authority) that Zero-Emissions models are not Commercially Available or Operationally Feasible or that sufficient charging/refueling equipment for Zero-Emissions models does not exist.
- 5. Registration of Zero-Emissions Airside Vehicles
 

All Zero-Emissions Airside Vehicles are eligible for Registration.

## **DEFINITIONS APPLICABLE TO CHAPTER XIX**

**“Additional”** shall mean an Airside Vehicle that would increase the total number of Airside Vehicles in the Applicant’s fleet at a specific airport.

**“Airside Vehicle”** shall mean the following vehicles required to have a PANYNJ Plate: a self-propelled Vehicle and a Non-Motorized Vehicle or Non-Motorized Equipment that is equipped with powered equipment. Examples include aircraft air conditioning units, Aircraft Refueling Tanker Vehicles, air start units, aircraft tractors, AOA vehicles, Automotive Fuel Dispensing Vehicles or Automotive Refuelers, baggage tractors, belt loaders, bobtails, box trucks, cargo loaders, cargo tractors, catering trucks, forklifts,

fuel trucks, generators, ground power units, Hydrant Service Carts, Hydrant Service Vehicles or Hydrant Servicers, lavatory trucks, lavatory carts, lifts, Mobile Refueling Stations, passenger stairs, portable lights, sweepers, Tank Vehicle or Tanker, trucks, utility carts, water trucks, water carts, and welders.

**“Applicant”** shall mean the person or entity applying to the Port Authority for a PANYNJ Plate, Registration or Registration renewal.

**“Commercially Available” and “Commercial Availability”** shall mean that a Vehicle can be procured at reasonable cost (taking into consideration purchase price, operating costs and pay-back period) on a reasonable timetable within the United States from more than one manufacturer and/or distributor with a proven industry track record for producing and supporting such Vehicles, which Commercially Available Vehicles are identified on a list maintained by the Port Authority.

**“Conventional”** shall mean a Vehicle with an internal combustion (ICE) engine, including hybrids and alternative fuel vehicles (e.g., propane, CNG).

**“Emergency Response Vehicle”** shall mean a Vehicle that is dedicated to emergency response.

**“Existing”** shall mean a Vehicle with a valid PANYNJ Plate.

**“Low-Use Vehicle”** shall mean a Vehicle that is used in the AOA less than 200 hours in a 12-month period as set forth in the FAA’s Aviation Environmental Design Tool (AEDT) model.

**“Operationally Feasible” and “Operational Feasibility”** shall mean that a Zero-Emissions Vehicle is capable of safely performing the same tasks as its Conventional equivalent.

**“Registration”** shall have the same meaning as set forth in Chapter VI, Section C (Requirements for Vehicles Operating Within the AOA).

**“Replacement”** shall mean a Vehicle that is proposed to replace an Existing Vehicle.

**“Small Vehicle”** shall mean a Conventional Vehicle with an engine that is less than 25 horsepower (less than 19 kilowatts).

**“Temporary Conventional Vehicle”** shall mean a Conventional Vehicle that is intended for use only during periods of peak demand when Existing Vehicles cannot accommodate operations.

**“Zero-Emissions”** shall mean no exhaust.