



Beyond The Fumes...

Philadelphia Diesel Difference (PDD)
Newsletter

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“Beyond The Fumes...” is produced quarterly for use by PDD Working Group Members and interested members of the public to learn the latest regional news relating to clean diesel technologies and projects

Philadelphia Gets Active Against Idling



In an April 20, 2005 press conference, Philadelphia’s Air Management Services (AMS) announced an expanded enforcement initiative for the City’s anti-idling laws (see photo). Prior to this new initiative, only AMS enforced such regulations. With only a handful of inspecting agents on staff at the AMS, enforcement of anti-

idling laws in Philadelphia was limited. Now, under the guidance of AMS Director Morris Fine, the Philadelphia Parking Authority (PPA) is providing its considerable resources to join the enforcement effort.

Although PPA does not enforce AMS anti-idling regulations, it does have jurisdiction to enforce a similar set of requirements under the City’s

Traffic Code, which previously has not been enforced.

According to AMS and the Parking Authority for the period from May through October, 2005 – a total of 381 tickets were issued for idling violations. 371 (or 97.3%) of these were Parking Authority tickets.

Meanwhile, AMS’ 10 citations arose out of 954 observations, which shows a 99% compliance rate with the idling laws. This suggests perhaps that the anti-idling campaign has had an impact in getting the message out to fleets to stop idling unnecessarily.

Walt Whitman Seeks Electrified Future

When Idle Aire decided not to partner with the Walt Whitman Truck Stop on an advanced electrification demonstration project two years ago, the Philadelphia region appeared to

have lost a chance to enjoy the benefits of a new clean diesel technology. But, thanks to the efforts of PECO Energy, Philadelphia Clean Cities, AMS, Clean Air Council, PDD and the Truck Stop,

electrification at Walt Whitman is once again a possibility.

The concept behind electrification is to provide power to truck operators so that

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PDD Calendar:

- ♦ **Dec. 7 - 8, 2005:**
National Clean Diesel Campaign - Policy Leaders Summit, Washington, DC
- ♦ **Dec. 12, 2005:** PDD Mtg., Amtrak 30th Street Station, Chapel Room (10 am - Noon)
- ♦ **Dec. 12, 2005:** Port Subcommittee Mtg., Amtrak 30th Street Station, Chapel Room (Noon - 1:30 pm)
- ♦ **Jan. 9, 2006:** PDD Mtg., DVRPC, American College of Physicians, 6th and Race Sts. (10 am - Noon)

“Forging Partnerships To Reduce Diesel Emissions”

www.cleanair.org/dieseldifference

FLEET FOCUS: West Chester School District

Like many school districts in Pennsylvania, West Chester contracts out its transportation services to a private company. This has not stopped the school district from pursuing diesel retrofits through partnership with PDD Clean Air Protector member Krapf Bus Company. In 2003 the National School Transportation Association (NSTA), using U.S. Environmental Protection Agency (EPA) Clean School Bus funding, provided Krapf with money to install DPFs on 10 school buses that served West Chester. Krapf had already purchased DPFs for four buses on its own earlier that year.



In 2004 Krapf was selected by PDD for \$30,000 in EPA Region 3 funding, coordinated by PA's Department of Environmental Protection (DEP), to retrofit six more buses with DPFs. All 20 of these buses either have already been or will be running on ULSD fuel. Transportation Manager for West Chester Joanne Yarnell states, "We are very excited about the school bus retrofit program. Our students will ride on cleaner buses and our entire community will benefit from cleaner air." Krapf is expecting more funding from NSTA to retrofit an additional 10 buses in West Chester. More information about West Chester and other success stories can be found on the PDD website: www.cleanair.org/dieseldifference/

Port Emissions Foremost On People's Minds

It started with a report on the health and economic impact of regional diesel emissions presented by the U.S. Environmental Protection Agency (EPA) at a PDD meeting last year. EPA's Alvaro Alvarado provided statistics to underscore the point that diesel emissions from port activities hurt those who work and/or live in the greater Philadelphia area. The presentation also revealed the little known fact that the greatest source of diesel emissions in the Philadelphia area comes not from highway vehicles, but from the ports.

After this presentation, environmental agencies at all levels (EPA, AMS and the PA Department of Environmental Protection (DEP)) have been energized to do something about this unregulated source

of pollution. In the Winter of 2005, EPA met with key decision-makers at various City Departments to explain the port emissions problem. By the Spring, EPA had held a meeting with the Philadelphia Port River Authority to further discuss the issue. PDD members established a new standing subcommittee devoted to port emissions, which held its inaugural meeting in May.

During the Summer, EPA announced that Clean Air Council, acting as fiscal sponsor for PDD, had been awarded CARE grant funding to coordinate the work of the PDD Port Subcommittee. More recently, a second EPA grant called National Clean Diesel was also awarded to the Council (see photo) to provide funding to retrofit diesel



engines in off-road port applications. Both grants took effect in October, allowing work to continue on port issues. The Port Emissions Subcommittee held its second meeting November 3, 2005 and will meet regularly to investigate port emissions, along with other environmental issues, and to recommend concrete solutions to the problems. As PDD enters its third year of existence, the Port presents new challenges and opportunities.

A WORD FROM THE CHAIR:

PDD is soliciting new partners for our bank of fleets committed to reducing diesel emissions. Local fleets will be contacted shortly. The purpose of this willing fleets roster is to facilitate future grant applications as an expected \$1 billion in federal funding becomes available. For more information on this bank of fleets, or to join, please contact Eric Cheung (215-567-4004 x114 or echeung@cleanair.org).

Walt Whitman (Cont'd)

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they do not need to keep their engines idling when parked at a truck stop for an extended period of rest. This time Walt Whitman hopes to work with Shurepower, a company out of New York.

Unlike Idle Aire, which provides creature comfort needs to the customer through the use of high-tech gadgets, Shurepower's technology is simpler, providing only

electricity to trucks. Each truck must have its own devices on-board to provide creature comforts.

Recently, Clean Air Council and Walt Whitman were awarded Pennsylvania Energy Harvest Grant funding for a demonstration project involving Shurepower technology. If electrification proves successful at the Walt Whitman Truck Stop, it will provide a satisfying culmination for a project that once looked bleak.

New Federal Bills A Boon For Clean Diesel Advocates

This Summer saw the passage of two important pieces of legislation: The Energy Policy Act of 2005 (or the Energy Bill) and The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (or the Transportation Bill). Both offer funding for strategies and technologies that reduce diesel pollution.

The Energy Bill authorizes \$55 million annually for diesel retrofits of school buses, \$100

million for retrofits of diesel trucks, about \$95 million for heavy duty vehicle idle reduction analysis and deployment, and \$200 million over five years for grants and loans to reduce diesel emissions from diesel engines, particularly in public fleets.

The Transportation Bill provides for \$8.6 billion over six years for its Congestion Mitigation Air Quality (CMAQ) program, which represents a 24% increase over prior

transportation bills. CMAQ is locally administered by the Delaware Valley Regional Planning Commission (DVRPC) and can be used to fund diesel retrofit and advanced truck stop electrification projects. More in-depth presentations on these bills were presented during PDD's October 17, 2005 meeting. More information is available on the PDD website:

www.cleanair.org/dieseldifference/archive.

Taking The Show On The Road

One clear indicator of the demand for and interest in the PDD Program has been the many requests for presentations to other regions throughout the country. Earlier this year PDD shared information about its program on a conference call with air quality agencies in the Northwestern states. It also made a presentation to PA DEP's Air Quality Technical

Advisory Committee. In August, it presented to a gathering of transportation and air quality officials at the Southeastern Transportation and Air Quality summit in South Carolina. PDD will next discuss its work at an upcoming meeting of the Maritime Advisory Council in the Philadelphia port and at the National Clean Diesel Campaign Policy Leaders



Summit in Washington, DC, both in December. As the organization develops further, we look forward to sharing what we have learned so that PDD's success can be replicated.

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The Philadelphia Diesel Difference Vision

The Philadelphia Diesel Difference (PDD) Working Group has been formed to help build a coalition of diverse partners with a mutual interest in reducing air pollution from diesel engines in the greater Philadelphia area through voluntary programs and the use of innovative strategies including market-based approaches.

PDD is coordinated by the City of Philadelphia's Air Management Services (AMS) and Clean Air Council. Its operational costs are paid through a contract between AMS and the U.S. Environmental Protection Agency (EPA).



Member News

Clean Air Guardian



Clean Air Protector



Clean Air Advocate



Clean Air Partners



PDD has raised \$5,900 in membership dues for 2005. Membership dues are used to pay for the costs of administering the PDD program. If your organization is interested in making a contribution, email Eric at echeung@cleanair.org. Every issue this space will offer short news briefs on selected members.

- Clean Air Council contacted over 100 school districts about its school bus anti-idling campaign. So far 10 school districts have agreed to establish or already have in place anti-idling policies for their buses.
- Krapf Bus Co. applied for 2005 Clean School Bus USA funding on behalf of three school bus fleets: West Chester School District, Great Valley School District and the Chester County Intermediate Unit.
- Johnson Matthey's latest EPA and CARB-verified product offerings include the CCRT® filter with the lowest temperature requirement available for passive regeneration and verification of the CRT® filter on a B20 biodiesel blend.