



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

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PDD Calendar

January 8: PDD Meeting, American College of Physicians, 6th and Race Sts. (10:00 am - noon)

February 12: PDD Meeting, American College of Physicians, 6th and Race Sts. (10:00 am - noon)

March 19: PDD Meeting, American College of Physicians, 6th and Race Sts. (10:00 am - noon)

April 16: PDD Meeting, American College of Physicians, 6th and Race Sts. (10:00 am - noon)

“Forging Partnerships To Reduce Diesel Emissions”

www.cleanair.org/dieseldifference

Alternative Fuels Station Opens in Center City

Gasoline and diesel powered vehicle owners now have new environmentally-friendly choices at the pump at Center City’s own 12th Street and Vine Shell Station! Thanks to the efforts of Greater Philadelphia Clean Cities, two alternative fuels are now available at a single location. Flexfuel vehicle owners can now purchase E85 ethanol, a blend of 85% ethanol and 15% gasoline, and diesel truck or car owners can pump B20 diesel, a blend of 20% biodiesel and 80% regular Ultra-Low Sulfur Diesel Fuel.

Ethanol and biodiesel perform as well or better than traditional fuels and produce fewer total emissions. As a renewable resource, they also can be grown domestically, mitigating the need for importation of foreign oil. Ethanol is generally produced from corn, and biodiesel can be processed from a variety of different plant oils. For more information on these and other alternative fuels, please visit www.phillycleancities.org

PDD Turns Focus to Construction Emissions

Over the past three years, the Diesel Difference Workgroup has examined a wide array of diesel-related issues, looking for opportunities to reduce air emissions. Now, the group is focusing its attention on construction equipment as a source of diesel emissions in need of controls. A recent report from the Union of Concerned Scientists attributes construction equipment to more than 1,000 annual deaths, as well as 183,000 missed work days and \$9 billion in economic losses each year in California alone. In Philadelphia, the effects of construction vehicles could also be significant, especially considering our area’s current development boom.

In November, the Diesel Difference sent letters to major construction companies in the Philadelphia area, asking them to consider signing our commitment form. PDD will follow up with these firms to continue to urge their participation in clean diesel programs.

Diesel Difference members are also participating with the Mid-Atlantic Diesel Collaborative’s Construction Workgroup to discuss options for implementing retrofits and other clean diesel

technologies on construction projects in the region. Speakers from public works projects—including the I-95 New Haven project in Connecticut and the Inter-County Connector project in Maryland—have given presentations to the group about their experiences in adding mandates for clean diesel programs to specifications for construction contracts. The PDD is exploring this approach with the City of Philadelphia.

Big Plans for Retrofits in MA

To offset pollution created by Boston’s Big Dig project, the state of Massachusetts is investing \$22.5 million in retrofits for transit and school buses. Funds will cover 7,800 school buses and 600 transit buses to reduce overall diesel pollution from each vehicle by as much as 90% when used with clean fuels. The state has received funding through the U.S. Department of Transportation’s Congestion Mitigation and Air Quality grant, and the retrofits will be completed over the next three years.

FLEET FOCUS: SPC/Camden Iron and Metal

SPC/Camden Iron and Metal is a local metal recycler that owns a fleet of 19 diesel vehicles. Of these, eight have been retrofitted and another eight have been replaced with model year 2005 vehicles. Overall, the fleet has achieved a 41% reduction in its hydrocarbon and particulate emissions. Moreover, the technology was installed without financial assistance from governmental or nonprofit agencies.

For its efforts, SPC/Camden Iron and Metal was honored with Platinum-level recognition at the Clean Air Council's 5K Run on April 16, 2006. SPC/Camden Iron's Environmental Health and Safety Manager Cynthia McKeown said, "SPC/Camden Iron and Metal is proud to have worked with Philadelphia Diesel Difference towards reducing air pollution by participating in the Diesel Retrofit Program."



MDC Subgroups Explore Various Tactics

Now that the Mid-Atlantic Diesel Collaborative (MDC) is in full swing, its sector groups are busy identifying projects that might be implemented during future grant cycles.

The School Bus group is examining the use of alternative fuels by school districts, as well as idling reduction and retrofit technologies in school bus applications.

An open conference call for all MDC participants was recently held by the Freight subgroup. The call covered marketing of and funding strategies for fuel-use-reduction technologies such as Auxiliary Power Units. A variety of loan programs, both public and private, are available to shipping firms and other fleets that are interested in saving money on fuel but have limited capital available for the initial purchase of idle-reduction technology.

The Ports and Marine sector group has been examining various strategies for mitigating port emissions, including

the use of retrofits and clean fuels on offroad equipment, as well as drayage equipment that transports goods short distances from ports or other intermodal facilities to nearby recipients.

Waste hauling vehicles have been identified as a significant contributor to diesel pollution by the Urban Fleets group. A plan is now being devised that hopes to solicit commitments from private and public waste removal fleets for implementing retrofit projects, contingent on the availability of funding.

Finally, the Construction subgroup has included guest speakers from two major projects—the Inter-County Connector project in Maryland and the I-95 Hew Haven project in Connecticut—on recent group conference calls. The speakers discussed the use of contract language to mandate retrofits in construction applications.

Emissions Quantifier Now Available Online

Assessing a clean diesel project in your area just got a little easier. EPA recently published its online, interactive tool to calculate emissions reductions and cost-benefit analyses for diesel-based projects. The tool allows the user to take basic fleet information such as vehicle type model, year, and mileage, along with technology used and fuel type to calculate tons of emissions reduced over time. The calculator can also make estimates based on simple vehicle modifications such as weight reductions, aerodynamic devices and speed management policies.

The Quantifier may be a required element of future diesel grant applications, providing a substitute for the more complicated Mobile 6 model. The tool is located on EPA's website at <http://cfpub.epa.gov/quantifier/>.

A WORD FROM THE CHAIR:

I would like to report that 2006 has been a very successful year for the Philadelphia Diesel Difference Working Group! In addition to the many retrofit projects already underway, we are working to increase our number of participating fleets and laying the groundwork that would incorporate clean diesel technology as a contractor requirement for public works projects.

Through an EPA grant, the Port of Philadelphia is in the process of modifying 80 off-road vehicles, and through a PADEP grant the City of Philadelphia is completing its retrofits of 27 heavy-duty diesel vehicles. Also in receipt of state funds, the Philadelphia School District is scheduled to install diesel oxidation catalysts on dozens of its school buses, and beginning next year the City of Philadelphia will begin a 4-year program to install retrofits on hundreds to of vehicles including 77 fire engines.

The working group also developed two grant proposals this year to utilize available funding sources. In the coming year, we hope to take advantage of new funding opportunities and bring even more clean diesel projects to Philadelphia. We also hope to add several additional organizations to our current list of recognized fleets, which already includes four platinum-level fleets that were honored this year.

I would also like to congratulate some of our partners on their accomplishments as well. Greater Philadelphia Clean Cities/The Energy Cooperative were instrumental in bringing alternative fuel pumps to a Shell Station in Center City, and recently sponsored an event to recognize the Great Valley School District, which is now running its entire bus fleet on biodiesel. The Mid-Atlantic Diesel Collaborative is also working diligently to initiate a number of clean diesel projects in our region.

Thanks to all members of the Diesel Difference Working Group for your hard work this year, and best wishes for a wonderful holiday season!

-Morris Fine, Chair, Philadelphia Diesel Difference

Ports Task Force Update

The Diesel Difference's port initiatives are well underway, with retrofits on 75 vehicles at Packer Terminal slated to begin this winter and another seven set to be installed at Tioga Terminal in the spring. In addition, reports are being completed that will review and make recommendations on

each of three types of pollution relevant to port facilities: air, water and land/brownfields. The group recently launched a new website devoted exclusively to green ports issues in the Philadelphia area, located at <http://www.cleanair.org/greenports/>.

AQIF Selection Underway

The City of Philadelphia is currently in the process of issuing awards through its Air Quality Improvement Fund (AQIF). Applications were due December 1st for \$400,000 in funds that has been accrued through various

enforcement actions. The funds must go to projects within the City of Philadelphia that improve air quality. More than 400 trees have already been purchased through this funding source.

Funding Forum Rescheduled for Spring

The Northeast and Mid-Atlantic Regional Funding Forum has been tentatively rescheduled for this April after a series of scheduling conflicts compelled organizers to cancel the original event set for Albany in early November. Plans are now underway to bring the event to Philadelphia on April 23rd and 24th, 2007. The event will discuss how to apply for and successfully implement federal and other types of diesel-related grants. If you have questions or would like to provide suggestions to the event's planning staff, please contact your regional air management organization, either NESCAUM (www.nescaum.org) or MARAMA (www.marama.org).

MDC Grant May Help Philadelphia

On October 31st, PDD applied for funding for two clean diesel projects through EPA's Mid-Atlantic Diesel Collaborative grant. One proposal, submitted by the Clean Air Council, asked for funds to cover clean fuels for off-road equipment currently being retrofitted at the Port of Philadelphia. In addition, the City of Philadelphia also applied for funds to cover the cost of Diesel Oxidation Catalysts for 77 Philadelphia Fire Department emergency vehicles. The total amount available through the MDC grant is \$300,000. For the latest information, please visit www.epa.gov.

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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 Guardians

Clean Air Protector

Clean Air Advocate



Clean Air Partners



Diesel Difference 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 will offer short news briefs on selected members.