



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

PDD Urges Use of CMAQ Funds for Retrofits

In preparation for future local planning initiatives, the Diesel Difference met in July with two subgroups of the Delaware Valley Regional Planning Commission: the Regional Transportation Committee (RTC) and the Regional Citizens Committee (RCC). PDD Coordinator Eric Cheung made presentations to each of the groups describing the benefits of initiating diesel retrofit projects as a strategy for reducing particulate matter and other harmful emissions. The presentations highlighted EPA's recent guidance on prioritizing diesel retrofits as part of emissions

reduction efforts through the Congestion Mitigation Air Quality (CMAQ) program. CMAQ funding, administered through the Department of Transportation, Federal Highway Administration, funds local projects that reduce mobile source emissions. However, funds have in past years been largely devoted to road-based improvements such as traffic signal optimization. In the next year, the Diesel Difference will be working to recruit localities in order to create local CMAQ proposals that include diesel retrofit components.

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PDD Calendar

September 18: PDD Meeting, American College of Physicians, 6th and Race Sts. (10:00 am - noon)

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

November 20: PDD Meeting, American College of Physicians, 6th and Race Sts. (10:00 am - noon)

December 11: PDD Meeting, American College of Physicians, 6th and Race Sts. (10:00 am - noon)

EPA, UPS Unveil Hydraulic Hybrid Diesel

On June 23, local EPA officials and representatives from the United Parcel Service Corporation, or UPS, gathered to showcase their newest line of delivery vans, outfitted with EPA-patented hydraulic hybrid technology.

On hand to introduce this innovative new truck line were EPA staff including Regional EPA Administrator Don Welsh, representatives from UPS, as well as the Diesel Difference's Eric Cheung and Alison Tracy, who were invited to make remarks at the event.

Unlike electric hybrid vehicles, hydraulic hybrids do not store braking energy as electricity in a battery. Rather, the vehicle's regenerative

braking system pumps pressurized hydraulic fluid into special tanks when brakes are applied. This energy can then be released when the vehicle resumes motion to reduce the amount of fuel used.



It is estimated that the vehicles will use 60-70% less fuel--translating to roughly 1,000 gallons per year--and that

CO2 emissions could be reduced by as much as 40%. Incremental costs of the vehicles are expected to be recouped within three years even if the price of diesel stays constant. The vehicles will be road-tested in Michigan through the fall, after which additional tests will be done in Ohio.

"Forging Partnerships To Reduce Diesel Emissions"

www.cleanair.org/dieseldifference

FLEET FOCUS: North Penn School District

On May 15, 2006, The Philadelphia Diesel Difference Recognized the North Penn School District for their work in retrofitting seventeen school buses in their fleet. Five vehicles were also replaced with Model Year 2004 buses, which release significantly lower levels of pollution than the older units previously used. Overall, the reductions amounted to approximately 60% which qualified the School District for Platinum-level recognition by the Philadelphia Diesel Difference, and an award was presented to Marianne Cleary and other School District representatives at the Air Quality Partnership Ozone Action Kickoff on May 12. In addition to the retrofit component of the project, the fleet has been running on Ultra Low Sulfur Diesel (ULSD) fuel in advance of the federal mandate which goes into effect this fall.



Mid-Atlantic Diesel Collaborative Holds Emissions Calculation Workshop and Steering Committee Meeting

Various stakeholders in the Mid-Atlantic Diesel Collaborative (MDC) gathered in Philadelphia on August 20th and 21st to review methodologies for estimating reductions achieved through clean diesel projects. Staff from EPA and MARAMA, as well as state agencies such as the Pennsylvania Department of Environmental Protection and the Maryland Department of Transportation gave presentations on various topics related to clean diesel emissions.

Workshop attendees learned about the variety of contexts where emissions reduction information might be necessary, and the different tools available for these different situations. For State Implementation Plan (SIP) purposes, computer programs such as the National Mobile Inventory Model (NMIM) are available. For other situations, such as emissions re-

duction estimates needed for grant proposals and reports, a new calculator will soon be available online through EPA's website. The calculator, titled the *Diesel Emission Quantifier*, will be available in the next few months and will feature a web-based user interface, so that users can input data on their fleet in a simple, straightforward way. Future applicants for National Clean Diesel Campaign (NCDC), Congestion Mitigation and Air Quality (CMAQ), and Diesel Emissions Reduction Act (DERA) grants will be required to use the tool as part of their funding applications.

After the Emissions Calculation Workshop, the first meeting of the Mid-Atlantic Diesel Collaborative Steering Committee was held. EPA and MARAMA staff detailed the responsibilities and goals of the MDC's five sector groups: Freight, School Bus, Construction, Urban Fleets and

Ports. The group also reviewed criteria for future project selection, and adopted a regional diesel campaign strategy.

Morris Fine, Chair of the Philadelphia Diesel Difference and Director of Philadelphia's Air Management Services, has been appointed as Chair of the Steering Committee and each sector group has been joined by at least one member of the Diesel Difference Working Group.

In the coming months and years, federal funding for certain diesel projects in the Mid-Atlantic region will be administered through the Collaborative. This includes National Clean Diesel Campaign (NCDC) funds as well as any funding appropriated through the Diesel Emissions Reduction Act (DERA). It is still unclear how much money will be available through that program.

For more information about the Collaborative and its sector groups, please visit the MDC website at dieselmidatlantic.org.

CAC Expands Diesel Efforts to Carlisle

The Clean Air Council recently issued a report examining the air quality problem in the Carlisle region through statistics provided by Pennsylvania's Department of Environmental Protection (PADEP). The Carlisle area is impacted by diesel pollution from trucks because of its location at an intersection of two major interstate highways: the Pennsylvania Turnpike (76) and Route 81.

Ports Project Update

The Diesel Difference's Ports Task Force has signed on two port operators to initiate diesel retrofit projects using National Clean Diesel Campaign (NCDC) funds awarded last year. Both Packer and Tioga terminals are currently undergoing fleet assessments and are working to determine what equipment can be retrofitted. The Clean Air Council has issued a Request for Proposals to solicit bids from vendors to complete the installation.

The Ports Task Force has also made progress in identifying community stakeholders as part of its Community Action for a Renewed Environment (CARE) grant. In August the group held a meeting at the offices of United Communities of Southeast Philadelphia, where representatives from public, private and nonprofit groups gathered to discuss port-related issues.

The report considers how much of the total emissions in the Carlisle area is attributable to diesel vehicles. An initial glance at the numbers demonstrate that most emissions are coming from stationary sources. The report also describes different

technologies and techniques that can be used to minimize diesel pollution from mobile sources such as changes in work practices, idling reduction technologies, diesel retrofits, cleaner fuels, and government intervention.

A WORD FROM THE CHAIR:

The work being done by the Philadelphia Diesel Difference partners continues to have a positive impact on the number of diesel emission reduction projects being planned and undertaken in the Philadelphia area. This is in large measure due to our outreach efforts, networking opportunities and the ability to attract funding. As an example, starting next year the City of Philadelphia will begin retrofitting its diesel fleet including waste hauling vehicles and fire trucks with DOC retrofit kits. Also, we continue to be successful in expanding the list of fleets willing to participate in voluntary projects.

October brings with it the implementation of the federal mandate for retail availability of on-road Ultra-Low Sulfur Diesel (ULSD) fuel. By the time you read this, 80% of all on-road diesel fuel sold in our area will be ULSD, bringing with it significant reductions in diesel particulate.

In addition to our continued work with the Clean Air Council to initiate clean diesel projects at the Philadelphia port facilities, in the coming months the PDD will focus on promoting the inclusion of clean diesel language in the contracts for major area construction projects. We plan on working closely in support of the Mid-Atlantic Diesel Collaborative as they begin developing regional projects, assuring that Philadelphia-based initiatives are included for funding consideration. We are also planning improvements to the PDD web site to improve both navigation and readability.

Finally, though funding has yet to be appropriated through the Diesel Emissions Reduction Act (DERA), I would like to thank all those who contacted local legislators to urge full appropriation of the program.

-Morris Fine, Chair, Philadelphia Diesel Difference

Dept. of Public Health Plants Trees to Improve Air

This fall, as you venture out to witness the City's fall foliage, you may see a few new saplings here and there thanks to the Department of Public Health. The Department recently purchased eighty-four trees to be planted this fall, with more to come in the spring. The trees improve air quality by sequestering carbon and by providing shade

which can reduce the heat level in the city to help limit the amount of ozone produced in the atmosphere on hot days. Tree shade also can help homeowners reduce their energy bills during summer months. For more information, please contact Alison Tracy at Alison.Tracy@phila.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


Johnson Matthey
Catalysts



Clean Air Protector



Clean Air Advocate



Sprague Energy is proud to announce that it has become the first oil terminal operator in the United States to earn BQ-9000 Certified Marketer status by the National Biodiesel Board

Clean Air Partners



Clean Air Council



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.

Clean Air Council was highlighted in last week's Philadelphia Weekly for its efforts to combat global warming by educating Pennsylvanians about things they can do to improve air quality. The Diesel Difference's Ports Task Force has been involved with another project mentioned in the article, the CAC's Green Ports Project.