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Mission

Reduce diesel emissions to protect public health throughout the Mid-Atlantic Region.

Workgroup Goals, Strategies and Initiatives

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Workgroups

Construction

- EPA, Brian Rehn
- State, TBD

Freight

- EPA, Kelly Sheckler
- State, TBD

Ports and Marine

- EPA, Perry Pandya
- State, TBD

School Bus

- EPA, Paula Krall
- State, TBD

Urban Fleets

- EPA, Susan McDowell
- State TBD



What have the Collaborative Partners Accomplished?

- Approximately 6,000 engines have been impacted through various strategies.
- Idle reduction – 5 projects
- Alternative fuels – 13 projects affecting approximately 1,000 vehicles
- Retrofits – 65 projects ~ 3,000 engines
- Policies – in all states
- Pollutant Reductions
 - 1,200 tons per year of Hydrocarbon,
 - 2,100 tons per year of Carbon Monoxide
 - 300 tons per year of PM_{2.5}

Construction: Focus

- Projects and incentive programs for the retrofit, replacement, or re-powering of diesel construction equipment/vehicles, and
- Emission reduction projects that reduce activity levels of equipment (such as reduced idling) or measures that optimize vehicle operating characteristics.



Construction: Goal

- Develop strategies, incentives, and projects to reduce diesel emissions from construction equipment and vehicles in the Mid-Atlantic Region.

Construction: Strategy

- Share information among workgroup members
- Seek funding for construction-related projects
- Work with MPOs to identify large construction projects and achieve emission reductions at these projects.
- Award/recognize “Environmentally Friendly” Construction Companies and Projects



Construction: Initiatives

- Meet with MPOs, State DOTs and FHWA Division offices in Mid-Atlantic to identify large construction projects in the region. Determine if diesel emissions reduction projects can be implemented at these sites.
- Explore the use of contract language to reduce diesel emissions on large, state/federally funded construction projects.
- Explore the idling time of cement trucks, identify companies and possible technology applications, and meet with companies to discuss control options.
- Stay abreast of EPA verification progress for clean construction technologies. Develop opportunities to demonstrate/verify new technologies for construction equipment and collect verification data.



Freight: Focus

- Long-haul and short-haul truck fleets.



Freight: Composition

- EPA,
- State and local air quality agencies,
- Metropolitan Planning Organizations,
- Original Equipment Manufacturers (OEMs),
- After market technology manufacturers,
- Federal Highway Administration,
- Freight companies, and
- Others

Freight: Goal

- Voluntary emission reductions from long-haul and short-haul diesel truck fleets.



Freight: Strategy

- Develop short-term project specific activities, and
- Longer-term, sustainable policies and programs (e.g. statewide tax incentives/rebate programs, anti-idling programs) that are transferable among the Region's states and urban areas.
- Share information
- Explore a variety of funding sources for projects including: CMAQ (Congestion, Mitigation and Air Quality) funding, public and private grants, and in-kind services from partners
- Meet with Metropolitan Planning Organizations (MPOs) to explore opportunities to work together on freight efforts that will reduce diesel emissions

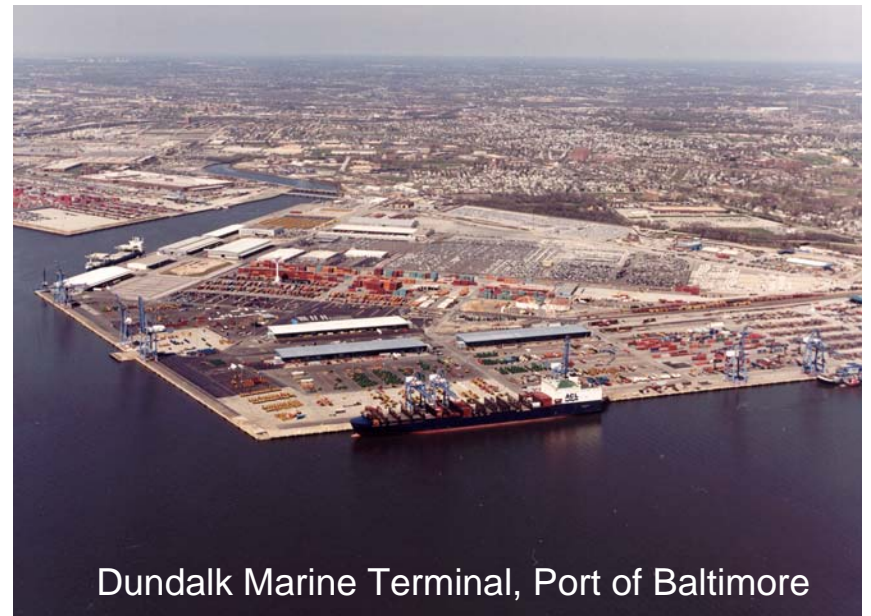
Freight: Initiatives

- Baltimore Metropolitan Council (BMC) and the Virginia DEQ, in partnership with the U.S. Small Business Administration, are developing a financing program that will help truckers and truck companies purchase Auxiliary Power Units (APUs).
- Explore how emission reductions can be achieved at food distribution centers and in the fleets they operate
- Examine emission reductions from Truck Refrigeration Units (TRUs)



Ports: Focus

- Achieving emission reductions from cargo handling equipment, tugs and ferries, dredging operations, cranes, ships, trucking/drayage operations.



Dundalk Marine Terminal, Port of Baltimore

Ports: Composition



- Port Authorities
- State Air representatives,
- Non-profit organizations,
- Diesel Retrofit Manufacturers, and Private businesses.

Ports: Goal

- Develop emission reduction projects and funding strategies that will result in reduced diesel emissions from equipment, ships and vehicles at Ports.



Ports: Strategy

- Share information and seek funding for a variety of projects
- Establish standards, methods, and models for collecting emission inventory data at ports to calculate baselines and air quality improvements (so that credits can be quantified)
- Develop an array of projects from a variety of sources at ports including: cargo handling equipment, tugs and ferries, dredging operations, cranes, trucking/drayage operations
- Retrofitting and switching fuels to Ultra Low Sulfur Diesel and Biodiesel in Cargo Handling Equipment, Tugs and Ferries etc.

Port: Initiatives

- Port Trucking/Drayage
 - Conduct a drayage project with an interested Port Terminal
 - Explore chassis pooling at a Region III Port
 - Explore the use of incentives to reduce idling, queuing at gates, congestion and safety concerns.
- Initiate biodiesel projects where this fuel is used in port applications
- Develop accurate emission inventories for ports
- Retrofit tugs and ferries
- Explore the benefits of cold ironing (shore power/ electrification of docked ships)
- Examine the benefits of an Environmental Management System in place at the Port of Baltimore.
- Examine dredging operations as a means of achieving emission reductions.



Portsmouth
Marine Terminal, VA

School Bus: Focus

- Work to ensure that children riding school buses in the Mid-Atlantic Region have safe, reliable, and clean transportation.
- Develop outreach and communication materials about the dangers of diesel school bus emissions and the methods to reduce such emissions.
- Work with school districts, local governments, transportation managers, and bus drivers to reduce diesel school bus emissions.



School Bus: Focus

- The workgroup will encourage:
 - Voluntary retrofit measures to update existing school buses fleet with modern pollution control technology
 - Replacement of older school buses with new, less polluting buses.
 - Implementation of “anti-idling” policies and practices that will eliminate unnecessary exposure to diesel exhaust in and around the school yard
 - Introduction of cleaner burning fuels
 - Reductions to children’s exposure to diesel exhaust that enters school buildings

School Bus: Composition

- Twenty three members from state, non-profit, and private industry.
- Interests include
 - Communicating/networking with each other on Clean School Bus issues, and
 - Providing information to school districts on the strategies that reduce diesel school bus emissions.
- Areas for growth
 - Members who can participate in monthly calls and who have the resources to complete outreach and emission reduction projects.



School Bus: Goal



- Raise awareness and highlight the importance of protecting children from exposure to diesel exhaust and other pollutants emitted by diesel school buses.

School Bus: Strategy



- Support and recognize the many successful diesel reduction efforts already underway through websites, press announcements, and award events.
 - Provide information on diesel emission reduction programs to school districts, local governments, transportation managers, and bus drivers
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- Create a forum to share information, exchange ideas, and/or seek funding for projects

School Bus: Initiatives

- Work with States and School Districts to develop anti-idling campaigns; Model campaigns after CAC/MDC DOE grant proposal
- Create an awards certificate issued by the MDC to School Districts/fleets who have completed clean diesel projects
- Create a regional idle reduction effort utilizing EPA's Idle Reduction Campaign materials (coming Oct. 06)
- Monthly project highlights on website

Urban Fleets: Focus

- Learn from existing projects to then develop regional/multi-jurisdictional initiatives
- Seek sustainable sources of funding to move priority projects forward.
- Gain a better understanding of the ‘riskiest’ fleets to better target reduction activities.



Baltimore Harbor

Urban Fleets: Composition

- Federal, state, county and local agencies;
- Public and private fleet managers;
- Representatives from Metropolitan Planning Organizations; and
- Regional and national non-governmental organizations (e.g. MECA), trade associations, and technology providers.

Urban Fleets: Goal

- To develop funding proposals that will result in reduced diesel emissions from public/private fleets in urban areas
- Expand current site-specific diesel retrofit projects to regional and multi-jurisdictional initiatives



Urban Fleets: Strategy

- Target ozone and PM nonattainment areas and areas of high air toxics risk for emission reduction initiatives
- Identify/develop model policies and incentives that can be applied in multi-jurisdictional areas
- Encourage short-term projects and long-term sustainable policies and programs
- Ensure transferability of projects among the Region's states and urban areas.

Urban Fleets: Initiatives

Short-term project ideas:

- Work w/tour buses in major cities on anti-idling strategies and practices (OTAQ/Urban Fleets)
- Design incentive program for public/private fleets to reduce emissions (e.g. tax incentives)
- Develop projects for specific urban fleets building upon existing successes. Target waste haulers, snow removal/recycling/leaf removal trucks.