



## **Workgroup Activities**

All of the Collaborative's five workgroups held regular conference calls to share information, network and explore project ideas in the region. Below are highlights from the work each workgroup has undertaken since the Collaborative's kickoff meeting in February 2006. Each workgroup has identified a focus area, developed goals and general strategies and identified initiatives. In some cases subgroups have developed to develop project idea or work on funding proposals.

The Construction Workgroup – A major focus of the Construction workgroup has been how to facilitate the use of “clean” construction equipment on major state highway construction projects. A subgroup is currently developing a list of major construction projects in preparation to explore diesel emission reduction project.

In addition discussion have explored the use of procurement and contract awards as a mechanism to reduce construction related diesel emissions. While interest does exist to explore this policy mechanism, the group is moving cautiously with then understanding that changes to state procurement rules to require emission controls and ultra low sulfur diesel fuel on construction projects may come with a significant price tag.

The Freight Workgroup – The Freight workgroup is exploring how to fund anti-idling equipment, especially auxiliary power units (APUs). The Baltimore Metropolitan Council (BMC) has offered to initiate a revolving loan program to fund the purchase of APUs in the Baltimore Metropolitan Area. BMC is seeking partners for this effort. The Collaborative has contacted the U.S. Small Business Administration and the Virginia SBA to explore how SBA loans could be used to fund APU purchases. This subgroup has been actively discussing how to get a loan program up-and-running by the end of 2006.

The Collaborative also summarized all the state/local grant or loan programs in the Mid-Atlantic that can be used to fund the purchase of APUs or other anti-idling equipment. In addition to interest in APUs, the Freight workgroup is also exploring how to curb emissions from food distribution centers and truck refrigeration units.

The Ports/Marine Workgroup – The Ports workgroup is exploring a wide range of emission reduction strategies for cargo handling equipment, tugs and ferries, dredging operations, and trucks/drayage operations. The Port of Philadelphia will retrofit 36 pieces of cargo handling

equipment with funds received by CAC through a National Clean Diesel Grant. Efforts are underway to inventory all diesel emission sources at the Port of Philadelphia. Work is continuing to help the Port of Norfolk obtain biodiesel fuel and to help the port electrify gantry cranes. Collaborative members will meet with the Port of Baltimore to review their recent emissions study and discuss future emission reduction strategies. The Virginia International Terminals, Inc. has expressed interest in reducing emissions from drayage (local trucking) operations. On May 10th, many workgroup members participated in the Mid-Atlantic Clean Ports Workshop in Philadelphia which was attended by over 100 participants. This event was sponsored by the Philadelphia Clean Air Council (main event organizer), the US EPA, the Collaborative and others. MDC staff was pleased to be involved with the planning of this successful conference. MDC provided assistance with the invitation mailing list of nearly 600 regional diesel contacts, reviewed various materials such as the Agenda, and publicized the event on the MDC website.

The School Bus Workgroup – The School Bus workgroup focused on how to develop a campaign to reduce school bus idling in the region. The workgroup plans to develop outreach materials and press events. A “School Summit” to “educate the educators” about diesel emissions may also be planned. This group provided the information which lead to MDC’s involvement in the development of the CAC’s Stop Pollution, Save Fuel school bus anti-idle application.

The Urban Fleets Workgroup – The Urban Fleets workgroup is exploring programs and facilities that would reduce tour bus idling in urban environments. Many of the major cities in the Mid-Atlantic Region have idling enforcement programs. The new programs under consideration include public awareness and driver awareness campaigns and bus parking lots and bus driver rest stops. The workgroup will continue discussions with OTAQ regarding a project to test hydraulic hybrid vehicles in the urban environment. Recognition programs are being considered as a way of rewarding urban fleets that make significant emission reductions. Fleets under consideration include trash trucks, cement trucks, fire trucks, etc. Efforts will also be made to explore the retrofit, repowering or replacement of urban fleet vehicles.