



Beyond The Fumes...

Philadelphia Diesel Difference
(PDD) Newsletter

Volume 3, Issue 2-
Spring 2007

“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

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

April 21: 26th Annual 5K Run and Earth Day Celebration, MLK Drive by the Art Museum (Race begins at 9:00am, register at cleanair.org)

April 23-24: Diesel Funding Workshop, Radisson-Warwick Hotel, 17th and Locust Sts. (12:00 pm - 5:00 pm Monday, 8:45 am - 2:00 pm Tuesday)

May 21: PDD Meeting, American College of Physicians, 6th and Race Sts. (10:00 am - noon)

“Forging Partnerships To Reduce Diesel Emissions”

www.cleanair.org/dieseldifference

Retrofits Underway at Port of Philadelphia

Air near the Delaware River is about to get a little bit cleaner, thanks to 83 pieces of offroad equipment that are being retrofitted over the next few months, through a National Clean Diesel Campaign grant being overseen by Philadelphia Diesel Difference’s Ports Task Force.

The project is being funded by a National Clean Diesel Campaign grant awarded to Clean Air Council in 2005, and the retrofits will be divided between Packer and Tioga Terminals.

Installations have already begun and are scheduled through the next few months, with the last to be completed at Tioga near the end of spring to coincide with the end of that terminal’s busy season.

The National Clean Diesel Campaign grant is one of two grants received from EPA for activities that address pollution at the Port of Philadelphia. The second is a Community Action for a Renewed Environment

(CARE) grant that funded the development of a stakeholder group to plan future projects that address environmental issues at the Port. In conjunction with that project, three reports have been drafted that address the major types of port pollution—water, air and land/brownfields. The Ports Task Force is now putting together an application for the next level of CARE which provides funds for implementation of pollution mitigation projects. Various

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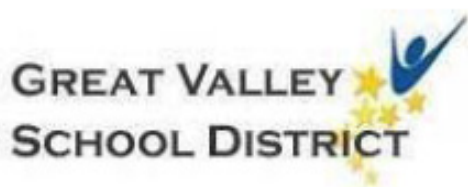


Offroad equipment idles at the Port of Philadelphia

Report Identifies Diesel Problems in Carlisle

In response to community concerns about diesel emissions, Clean Air Council assisted the Carlisle Area Health and Wellness Foundation in assessing the impact of trucks and other diesel vehicles on residents of Carlisle, Pennsylvania. They concluded that both diesel pollution and stationary source pollution were significant contributors to poor health outcomes for residents of the Carlisle area. The report also offers

recommendations for ways that Carlisle might address diesel pollution, such as initiating truck stop electrification projects and supporting a statewide anti-idling rule. The next step for Carlisle is to form a stakeholder group, using the Philadelphia Diesel Difference as a model, to identify specific projects in an effort to reduce these emissions and improve health outcomes for the community at large.



Through grants from both the US Environmental Protection Agency and the Pennsylvania Department of Environmental Protection, Great Valley School District in Malvern, Pennsylvania has become the first school district in the state to use B20, a 20% biodiesel blend, on its entire bus fleet. Moreover, their clean fuel initiative has been enhanced by the use of Diesel Particulate Filters (DPFs) on 39 of its 63 buses. The

District's efforts have resulted in an impressive 73% decrease in tailpipe emissions from the fleet overall, to the benefit of students, drivers, and the community at large. Great Valley was honored in November 2006 by the Energy Cooperative and the State of Pennsylvania for its dedication to improving air quality.

Motor Coach Idling Workshop Held in DC

As the birthplace of American democracy, Philadelphia has always been a magnet for tourism. Unfortunately, as the number of visitors to our fair city increases, so does bus traffic and associated diesel emissions. These coaches often spend a great deal of time idling their engines while awaiting passengers, or circling the city when parking is not available.

In an effort to address bus idling and circling concerns, representatives from the City of Philadelphia recently attended a workshop in Washington, DC on motor coach idling. Washington welcomes more tour bus traffic than any other city, so their experiences serve as a case study for Philadelphia and other cities to follow.

One issue with coach buses is their need to abide by federal safety regulations including climate control and air pressure requirements. Both of these standards

sometimes necessitate idling beyond posted limits and enforcement agents in the District of Columbia must often appear in court to answer challenges by bus operators that have received citations.

Another concern is the difficulty involved with publicizing local regulations to diverse tour groups, many of whom are traveling long distances from other parts of the country. Smaller groups such as school and church tours are especially difficult to notify about idling laws.

Remediation strategies include increased signage, notifications through regional bus associations, tourism boards and city websites, low-cost idle-free parking areas with comfort stations for drivers, and auxiliary power units (APUs). Unfortunately, installing APUs can be problematic for bus companies as available models are larger than those for long-haul trucks. Most buses currently exceed weight limits and must obtain exemptions for some of their equipment, such as hydraulic lifts for disabled passengers.

Diesel Funding Workshop to be held in Philadelphia

After the cancellation of November's scheduled Diesel Funding workshop in Albany, EPA Regions 1,2, and 3 have settled on Philadelphia's Radisson-Warwick Hotel in Center City as an alternate site.

The event will discuss various funding mechanisms for clean diesel projects, includ-

ing future federal grants similar to the National Clean Diesel Campaign. Participants will have an opportunity to work in small breakout sessions led by individuals who have successfully navigated the grants process in the past.

Visit www.dieselmidatlantic.org for more details on the event.

A WORD FROM THE CHAIR:

As many of you know, I will be retiring from Air Management Services this April and with that the Chair of the Diesel Difference working group. I would like to thank all those participants and organizations, public and private, for helping to make the Diesel Difference such a successful endeavor.

As we have seen, air pollution from diesel powered vehicles poses significant health risks to the public. Without adequate funding sources and fleet owners and managers willing to retrofit their diesel vehicles, uncontrolled emissions from the nation's so called "legacy fleet" would continue well into the foreseeable future.

From its inception in 2003, the Diesel Difference has developed into the Philadelphia area's primary focal point for initiating clean diesel projects. Through strengths and cooperation of our partners, the Diesel Difference has made a substantial difference by finding and matching resources to willing recipients in the legacy fleet. I am now proud to note that the Diesel Difference has signed more than 6400 vehicles to its committed fleets list, and has launched retrofit programs across the city including the Port of Philadelphia, the City of Philadelphia's own diesel fleet, and the Philadelphia School District. We have also recognized five Platinum-level fleets that have reduced their emissions by 30% or more. And, our partnership with the Philadelphia Parking Authority has helped to significantly increase the local resources devoted to enforcing Philadelphia's anti-idling laws. These successes could not have been accomplished without the commitment and support of the partnership.

Looking toward the future, I am confident that this group will continue to demonstrate outstanding leadership in furthering the mission and commitment to reduce diesel emissions to improve our air quality and the public health. My best wishes go out to my friends and colleagues of the Diesel Difference and for continued success in your future endeavors.

-Morris Fine, Chair, Philadelphia Diesel Difference



Diesel Difference members view a retrofitted City Fleet vehicle

Trees and Solar Panels for AQIF

Awards have been made for this year under Philadelphia's Air Quality Improvement Fund program. Two plans were approved—one that will provide roughly 1,000 street trees in areas of the city with low tree cover, and one that will build solar panels for a pedestrian lighting project in

Pleasant Hill Park along the Delaware River. Both projects help to improve air quality in the City, either through carbon sequestration in the case of the tree project, or through energy savings in the case of solar panels. Both projects are scheduled to begin in Spring 2007.

MDC Grant Awarded for Fire Trucks

The City of Philadelphia has been awarded a grant through the Mid-Atlantic Diesel Collaborative that will fund the installation of Diesel Oxidation Catalysts on fire trucks across the City of Philadelphia.

The project was initiated at the request of firefighters themselves, who were concerned about the potential health risks associated with idling emergency vehicles inside their own fire houses, where they frequently eat, sleep, and spend much of their day.

Once installation begins, the Philadelphia Fire Department project will become the first in the nation to retrofit equipment used by first responders. Data generated by the project will also serve as guidance for future projects aimed at addressing diesel emissions from emergency equipment.

(Ports, cont'd)

projects can be funded under CARE Level II, including diesel retrofits, clean fuels and anti-idling technology such as Auxiliary Power Units or Truck Stop Electrification. The Ports Task Force will be convening members on March 28th to discuss potential projects in advance of the grant's due date in April. If you have suggestions or would like additional information about the Ports Task Force or the CARE grant, please contact Sean Jacobs at sjacobs@cleanair.org or visit the group's web site at <http://www.cleanair.org/greenports>.

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The "Beyond The Fumes..." quarterly newsletter was made possible with funding from the City of Philadelphia's Air Management Services and the United States Environmental Protection Agency

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.