



Winter 2013

Table of Contents

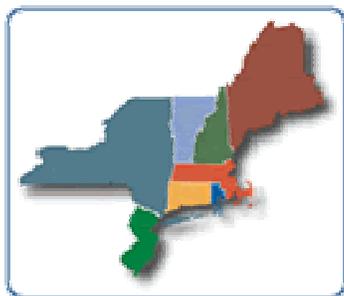
- 1 What is the NEDC?
- 2 FY2012 DERA Grants
- 3 Construction
- 4 Ports
- 5 What's New?

What is the NEDC?

The **Northeast Diesel Collaborative (NEDC)** is a regionally coordinated initiative to reduce diesel emissions, improve public health, and promote clean diesel technology. The Collaborative brings together the collective resources and expertise of several state environmental agencies, EPA regional offices, and private sector companies to address the existing fleet of diesel-powered vehicles and equipment. Visit our website! <http://northeastdiesel.org/index.html>

Coming Soon: NEDC Annual Conference

This year's conference will be held this spring in Boston, MA. For the first time, our conference will be open to outside stakeholders and we want to hear from you! Please send us your ideas on topics that you'd like to see covered and let us know if you are interested in presenting and/or moderating a panel. Contact Gary Rennie, EPA Region 1 at rennie.gary@epa.gov



The NEDC is Expanding! Join us!

Since its inception in 2005, the NEDC has devoted its attention principally to clean diesel programs and policies within the air quality agencies of the states and territories and DERA funded projects administered by these same entities. As funding and other circumstances have changed over time, we believe that the NEDC will be more effective going forward with more private sector involvement in setting the NEDC's direction and greater emphasis on voluntary, privately-funded initiatives. We not only encourage continued active participation by air quality agencies, but also by transportation agencies, vehicle, vessel, and equipment owners, fleet managers, and technology providers, just to name a few. The NEDC will benefit most if participants that are willing to pledge to actively participate in the discussions, in the planning and implementation of projects that reduce diesel emissions and by sharing expertise and helping to leverage resources.

The NEDC is inviting stakeholders to join us in a conversation about the future of the NEDC. We are open to all ideas, including discussions about the future leadership structure of the collaborative. If you are interested in being a part of this process, please contact Eric Skelton at NESCAUM, eskelton@nescalum.org, (617) 259-2028.

DERA National Funding Assistance Program FY2012

EPA's National Clean Diesel Funding Assistance Program awards competitive grants to fund projects that reduce emissions from existing diesel engines through a variety of strategies. These strategies include, but are not limited to, emission control and idle reduction technologies; cleaner fuels; engine upgrades or replacements; and/or vehicle or equipment replacements. Under this grant program, funding is restricted to the use of technologies, fuels, and engines that have been verified or certified by EPA or California Air Resources Board (CARB).

Region 1

Maine Department of Environmental Protection

The U.S. EPA, under the Diesel Emissions Reduction Act (DERA), is awarding \$1.39 million to Maine Department of Environmental Protection to purchase and install six new diesel marine engines in two tug boats operating in Portland Harbor and the Gulf of Maine and replace four diesel powered school buses with compressed natural gas (CNG) powered school buses operating within the Portland Public School system.

Connecticut Maritime Foundation

The U.S. EPA, under the Diesel Emissions Reduction Act (DERA), is awarding \$800,000 to Connecticut Maritime Foundation to purchase and install two new diesel marine engines in a passenger ferry operating out of New London, CT that provides year-round service to Orient Point, NY and Block Island, RI.

Press Releases:

<http://yosemite.epa.gov/opa/admpress.nsf/0/D28A86C23DB40F3485257A9800688750>

<http://yosemite.epa.gov/opa/admpress.nsf/0/7C9219C0711EB5F585257A9800684D7A>

Region 2

Conservation Law Foundation Ventures

The U.S. EPA, under the Diesel Emissions Reduction Act (DERA), is awarding \$1.3 million to CLF Ventures to replace one pre-regulation marine propulsion engine on a tugboat operating in the NY harbor with new and cleaner EPA-certified engines. The ship, named the *Coral Coast*, is a 120-foot marine tug boat, which operates out of New York harbor.

NESCAUM

The U.S. EPA, under the Diesel Emissions Reduction Act (DERA), is awarding \$1.46 million to NESCAUM to replace two pre-regulation engines on switch locomotives operating in northern New Jersey, with new and cleaner engines. The units will also be equipped with either an automatic engine stop/start system or an auxiliary power unit to reduce idling.

Press Release:

<http://yosemite.epa.gov/opa/admpress.nsf/0/B96280B3471109FF85257AF50066D044>

For more information on the fiscal year 2012 grants see:
<http://www.epa.gov/cleandiesel/prgnational.htm#awarded>

Construction



NEDC Clean Construction Workgroup:

The NEDC Clean Construction Workgroup brings together government, industry and other stakeholders involved in construction related activities to share information and implement innovative, cost-effective strategies to improve air quality and reduce diesel emissions from construction projects in the northeast states and Caribbean territories. The Workgroup is chaired by EPA Region 1. Conference calls are held on the 4th Thursday of every month from 10:00 a.m. - 11:00 a.m. The Workgroup focuses on the most current diesel emission reduction strategies, technologies, legislation and other topics involving the construction sector. Calls are open to all participants. Please contact Gary Rennie if you wish to participate and receive meeting notices rennie.gary@epa.gov

New! NEDC Best Practices for Clean Diesel Construction

The workgroup that brought you the NEDC Model Construction Contract Specification is proud to present their latest work product: Best Practices for Clean Diesel Construction: Successful Implementation of Equipment Specifications to Minimize Diesel Pollution.

Specifications for operating cleaner diesel equipment have become more prevalent as states, local governments, public agencies, and private entities have begun to require that clean diesel construction technologies and strategies be used on their sites. This document provides recommendations for successful implementation of specifications to minimize diesel pollution and exposure during construction.

In this document you will find steps to ensure effective communication and engagement by all parties associated with the construction project, links to resources, and checklists for the project owner/sponsor, construction manager and contractor.

The full document can be found here:

<http://northeastdiesel.org/pdf/BestPractices4CleanDieselConstructionAug2012.pdf>

Ports and Goods Movement



2012 - A Milestone Year for Clear Marine Fuel

Last year was a banner year for cleaning up air emissions from our nation's marine vessels, with two major fuel sulfur regulations taking effect in the second half of 2012. For residents of the northeast, with over 800 miles of coastline, this news is a breath of fresh air.

As of August of last year, a low pollution zone known as an "Emissions Control Area" or ECA came into effect. The ECA zone extends approximately 230 miles (200 nautical miles) from shore. When ships enter the ECA, they must switch to cleaner, lower sulfur fuel, resulting in drastically reduced pollution levels. The current requirement brings down the sulfur level to 1 percent from 3.5 percent. The next step is 0.1 percent limit in 2015. When fully phased in, this translates into ship emissions of fine particles and sulfur oxides falling more than 85 percent. Every large commercial vessel, from cruise ships to oil tankers, foreign flagged or domestic, is covered by the rule.

For smaller marine vessels like tug boats and ferries, fuel sulfur levels are now equivalent to diesel fuel used by trucks: 15 parts per million (or 0.0015 percent). The drop in sulfur levels (from 500 ppm) will bring emission benefits on its own. However, perhaps more important, Ultra Low Sulfur Diesel is a prerequisite for the use of advanced exhaust controls like diesel particle filters which can cut emissions by over 90 percent. The transition to tier 4 emission limits, which effectively require diesel particulate filters, kicks off in some segments with model year 2014 engines.

Ports and Goods Movement Workgroup:

Over the six or so years since its inception, this group has evolved from emphasizing reducing emissions and conserving fuel use from cargo handling equipment and marine vessels, to examining opportunities for more efficient landside operations such as dray trucking and rail connections.

Information exchange, taking the form of bimonthly calls featuring speakers on "hot" topics, continue to be the main activity of this six-year-old group. Topics run the gamut from new regulations (eg, Emissions Control Areas) to tools (eg, SmartWay Drayage) to technologies (eg hybrid diesel/electric cargo handling equipment) to individual ports' sustainability programs. Due to participants' scarce free time & resources, the work group no longer holds in-person events or undertakes shared projects, but does provide feedback on tools developed by others such as Region 2's Marine Repower Guide (<http://northeastdiesel.org/marine-repower-guide.html>) and the EPA compliance assistance website www.portcompliance.org.

Information and idea exchange within the work group has spawned fifteen competitive DERA-funded projects at Northeast ports and several projects supported by state DERA and other funds. Maintaining participation from the smaller ports and from trade associations is an ongoing challenge.

Please contact Abby Swaine (swaine.abby@epa.gov) or Reema Loutan (loutan.reema@epa.gov) if you wish to participate and receive meeting notices.

What's New?

Two CNG Station Grand Openings in New Jersey!

October 22, 2012 marked the grand opening of the new Clean Energy/Atlantic City Jitney Association compressed natural gas (CNG) fueling station, designed to serve Atlantic City's jitneys and the Atlantic County area. Built and operated for public access 24/7 by Clean Energy, the new station will support the Atlantic City Jitney Association's brand new fleet of 190 clean-running, cost-efficient, domestically-fueled, CNG-powered jitney shuttle buses, as well as other CNG vehicles operating in the area. Assisted by a US Department of Energy grant managed by the New Jersey Clean Cities Coalition, the new Jitneys and station will provide an environmentally friendly, less expensive domestically produced fuel and will be a showcase to the millions of visitors to the area.

November 8, 2012 marked the grand opening of the new Clean Energy CNG refuse truck fueling station at the Covanta Essex Company Energy-from-Waste Facility in Newark, NJ. The Covanta Essex Company Energy-from-Waste Facility processes approximately 2,800 tons of municipal and commercial solid waste per day into approximately 65 megawatts of clean energy — enough to power approximately 45,000 homes. The new CNG station — built and maintained 24/7 by Clean Energy — will provide clean, green and domestic CNG fuel for growing numbers of CNG refuse trucks servicing communities and businesses throughout the Northern New Jersey and the New York City area. The Clean Energy/Covanta Energy CNG fueling station project is partially funded by a Department of Energy (DOE) Federal Stimulus Grant through the New Jersey Clean Cities Coalition, a non-profit organization that works to educate the public about the environmental benefits of switching to vehicles powered by alternative fuels.

For more information contact Chuck Feinburg, New Jersey Clean Cities Coalition:
chuck.feinberg@gmail.com

If you would like to be added to our distribution list, please contact Bonnie Weinbach at weinbach.bonnie@epa.gov

Northeast
Diesel Collaborative

