

US EPA ARCHIVE DOCUMENT

Midwest Clean Diesel Initiative e-Update: March 2011



MCDI Presents – Learn More About It: Near-Roadway Emissions

On Wednesday, March 30, from 12:00 to 2:00 pm central time, EPA's Midwest Clean Diesel Initiative will host its next webinar, titled, "Learn More About It: Near-Roadway Emissions". According to the American Housing Survey, over 45 million Americans live within 300 feet of an airport, railroad, or major highway. Recent studies conducted by EPA's Office of Research and Development show that exposure to automotive and truck emissions increases the closer you live to a major roadway or highway. On March 30, staff from EPA's office of Research and Development will discuss their studies of near-roadway emissions and provide an overview of what they found. Topics of discussion will also include factors that influence exposure levels near roadways, and actions that can be taken to mitigate near-roadway emissions.

To register for the webinar, click on the following link, or type it into your web browser:

<https://www1.gotomeeting.com/register/948551585>

If you are on the MCDI email list (i.e., if you received this e-Update), you have received a copy of the invitation by email. To get on the list, email Tony Maietta at maietta.anthony@epa.gov

EPA Region 5 and Great Lakes Maritime Research Institute visit Bay Shipbuilding in Sturgeon Bay, WI

On February 24, 2011, EPA Region 5 staff and Dr. Richard Stewart of the Great Lakes Maritime Research Institute (GLMRI) met with Rick Harkins of Keystone Shipping at Bay Shipbuilding in Sturgeon Bay, WI, to observe work conducted under an EPA Diesel Emission Reduction Act grant. The grant, awarded to GLMRI, provides funding to support the removal of two old propulsion engines, and the installation of EPA-certified engines in the *Edwin H. Gott*, a 1000+ foot Great Lakes bulk cargo carrier operated by Keystone Shipping. The \$16 million project is taking place at Bay Shipbuilding in Sturgeon Bay, WI, where much of the Great Lakes fleet docks for the winter while maintenance is performed on the vessels. As part of the grant agreement, the old engines will be permanently disabled so that they can never be put back in service. The new engines are believed to be the first on the Great Lakes to meet EPA's Tier II emission standards for Category 3 marine engines (cylinder displacement of 30 liters or more).

The *Edwin H. Gott's* old engines were removed on November 29, 2010, and the new engines were installed on December 23, 2010. Using EPA's Diesel Emissions Quantifier, GLMRI estimates that this project will reduce 239 tons of NO_x, 53 tons of CO, and 7 tons of PM each year. The new engines in the *Gott* should provide Keystone Shipping with reliable, more efficient, and less polluting propulsion for years to come. Learn more about our FY09/FY10 clean diesel grants at:

<http://www.epa.gov/midwestcleandiesel/grants/mcdirfp0910.html>

(Continued on the following page)



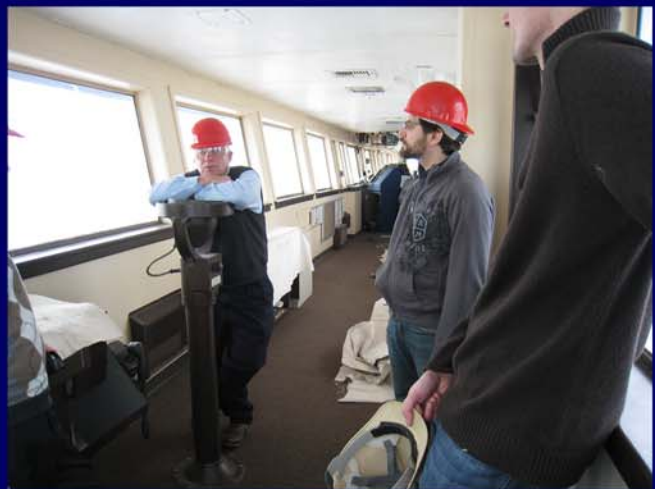
Tony Maietta (EPA), Richard Stewart (GLMRI), Frank Acevedo, and Steve Marquardt (EPA) stand in front of the engines removed from the *Edwin H. Gott*.



Rick Harkins of Keystone Shipping guides the group through the conveyor/hopper system deep inside the *Edwin H. Gott*.



Rick Harkins of Keystone Shipping explains the EPA Tier II certification for the *Edwin H. Gott's* new propulsion engines



Richard Stewart (GLMRI), Tony Maietta (EPA), and Steve Marquardt (EPA) in the pilot house of the *Edwin H. Gott*.



Richard Stewart, GLMRI, kneels in front of ballast water piping and pumps in the *Edwin H. Gott*.



EPA's Frank Acevedo enters the *Edwin H. Gott* as it sits docked at Bay Shipbuilding in Sturgeon Bay, WI.

You are subscribed to the Midwest Clean Diesel Initiative e-mail list, a service brought to you by EPA Region 5 to inform you of news and related events on diesel programs in the Midwest. If you wish to have your name removed please email Anthony Maietta at maietta.anthony@epa.gov

