

A!ert

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Alert is a monthly update on transportation and air quality planning activities in the Delaware Valley.



Air Quality Information

Both Pennsylvania and New Jersey Departments of Environmental Protection are Identified as lead state agencies for Implementing the VW Environmental Mitigation Trust Fund

On January 31, 2018, Wilmington Trust, the Trustee for the VW Environmental Mitigation Trust, filed the Notice of Beneficiary Designation certifying all 50 states as beneficiaries of the Trust.

The Departments of Environmental Protection (DEP) in Pennsylvania and New Jersey are the lead agencies that will be administering the funding programs to replace diesel equipment and vehicles to mitigate the Nitrogen Oxide emissions caused by Volkswagen's Clean Air Act violations of emissions tests for their diesel passenger vehicles between 2009 and 2016.

Pennsylvania was awarded approximately \$118 million for mitigation efforts and New Jersey was awarded approximately \$72 million. The awards were based on the number of violating vehicles sold in each state.

Each state is now designing funding programs to identify how the funds are going to be spent under the guidance of the federal settlement.

Each state has posted a website that identifies eligible applicants and project types, and each site allows for interested parties to sign-up for updates on the funding process.

Interested parties should visit:

<http://www.dep.pa.gov/business/air/volkswagen> for information on Pennsylvania's program and www.state.nj.us/dep/vw/ for information on the New Jersey program

PA DEP Offers Alternative Fuel Vehicle Rebate Program

The Pennsylvania Alternative Fuel Vehicle Program is currently accepting applications for rebates for Pennsylvania residents for the purchase of electric, natural gas, plug-in hybrid, or other alternatively fueled on-road vehicles. The rebates will be available until June 30, 2018 or until all the rebates are distributed. If the program is not fully subscribed by June 30, the program will be re-evaluated.

Rebates vary between \$750 and \$1,750 depending on the fuel of the vehicle. New and used vehicles are eligible for the refund program and there are special allowances for low-income applicants. Used vehicles, except for certified low-income buyers, are required to be registered in a Pennsylvania county that is in a



Save the Date

**Thursday
February 15, 2018**

**DVRPC Public Participation
Task Force
5:00 pm**

*Location of Meeting:
DVRPC Conference Center
8th Floor
6th and Race Streets
Philadelphia, PA*

**Monday – Wednesday
April 16-18, 2018**

**NTI Conformity Class
8:00 am – 3:00 pm**

*Location of Meeting:
DVRPC Conference Center
8th Floor
6th and Race Streets
Philadelphia, PA*

designated non-attainment area for ozone (Allegheny, Armstrong, Bucks, Butler, Chester, Delaware, Montgomery, Philadelphia, Washington, and Westmoreland Counties).

Applications are being accepted through the PA DEP e-grants electronic application process. Instructions and a link to the application are available at: www.dep.pa.gov, search AFV Rebates



Air Quality Regulations

Study Finds that New Ocean Going Ship Fuel Rules Will Reduce Global Childhood Asthma Rates by Over Three Percent

International marine shipping fuels will get a whole lot cleaner in 2020 when a regulation by the International Maritime Organization (IMO) requires fuels, outside of the North American Emission Control Area (ECA) to reduce sulfur in fuels by 80-86 percent.

This is one of the most significant improvements in global fuel standards for the shipping industry in 100 years and is intended to achieve significant health benefits on a global scale.

In March 2010, the IMO officially designated waters off the North American coast as an area with stringent international emission standards that apply to ships. The second phase of the fuel sulfur standard was implemented in 2015 and requires that ships use fuels with a maximum of 1,000 parts per million (ppm) of sulfur while operating within up to 200 miles of the coast of the United States and Canada.

The new IMO rule will decrease the allowable amount of sulfur in fuel oil outside of the ECA, from 35,000 ppm to 5,000 ppm. Refining industries will invest in the necessary technology to produce the cleaner fuel, and shipping will invest to adapt engine systems to use these cleaner fuels.

The new international fuel standards will reduce the global transport of fine particle pollution and bring international shipping fuels closer to the North American Standards, improving global air quality and better protecting public health..

A recently published article in the journal *Nature Communications* quantifies the health benefits of the new rule and finds cleaner shipping fuels will result in a 3.6 percent reduction of childhood asthma globally.

The study was led by University of Delaware professor of marine science and policy, James Corbett, and included an international team of researchers from the Finnish Meteorological Institute (FMI), Rochester Institute of Technology (RIT) in New York, and Energy and Environmental Research Associates.

The team studied the impacts of sulfur emitted by ships using current marine fuels, which produce air pollution particles that are small enough to be breathed deeply into the lungs and are considered harmful to human health.

Ship air pollution effects are greatest in areas where heavily travelled ship routes exist and next to densely populated communities. Some key regions include China, Singapore, Panama, Brazil, and coastlines of Asia, Africa and South America.

“Essentially, we documented how much health benefit to expect from the 2020 adoption of cleaner ship fuels,” said Corbett. Roughly 14 million annual cases of childhood asthma are estimated to be related to global ship pollution using current fuels. The change to cleaner ship fuels will reduce the ship-related childhood asthma cases by half.

Additionally, shipping pollution is estimated be a contributor to 400,000 premature deaths from lung cancer and cardiovascular disease annually. This is about 7-8 percent of the global health burden caused by air pollution. Reducing ship sulfur emissions cuts these other global health related impacts, too, avoiding about one-third of the annual cardiovascular disease and lung cancer deaths from shipping air pollution.

For more information on the ocean-going fuel standards, please visit: www.epa.gov



DVRPC, 8th Floor
190 N. Independence Mall West
Philadelphia, PA 19106-1520
Phone: 215.592.1800 | Fax: 215.592.9125 | Web: www.dvrpc.org