

# GreenPort

Environmental Stewardship at the Port of Baltimore



## Out with the Old, In with the New

### *Dray Truck Program Delivers Environmental Rewards*

Owner-operator James Wommack knew his 1990 Kenworth truck with a Caterpillar engine wasn't anywhere near as fuel-efficient as newer trucks.

"It burned a lot of fuel, and it was a pollution hog," he said. Wommack, who works for Farruggio's Express Inc., was concerned as his truck idled while picking up loads at the Port of Baltimore. An avid fisherman working part time in sport fish advisory for the Maryland Department of Natural Resources, he was well aware of the effects of airborne pollutants on the Chesapeake Bay. "We idle a lot at the Port, and we're right there on the water," he said.

When he heard truckers talking about a program to replace dray trucks, he went online to research it. He found the Mid-Atlantic Dray Truck Replacement Program, which helps short-haul dray truck owners and operators working

at the Port of Baltimore replace older models with newer, cleaner-running trucks. Now, he's the proud owner of a much more fuel-efficient, cleaner truck.

Funded by a grant from the Environmental Protection Agency and the Maryland Port Administration (MPA), the program offers up to \$20,000 per vehicle to qualifying owners and operators.

MPA Deputy Executive Director M. Kathleen Broadwater noted that the MPA is "committed to the continuous improvement of air emissions at the Port, and the Dray Truck Replacement Program is an important continuation of our Clean Diesel Program of the last few years."

The Mid-Atlantic Regional Air Management Association (MARAMA) and the University of Maryland Environmental Finance Center administer the program.

"This is an important program because diesel engines are such good

engines that they last 20 or 30 years, but newer ones do the same job with much less pollution," said Susan Wierman, Executive Director of MARAMA. "There have been a lot of changes in the last 10 years, and it's amazing how much cleaner diesel engines are. This gives truckers an incentive to replace those engines. We're really pleased at how supportive a partner the Port has been in this; the Port gave us a grant to do another 15 trucks."

Wierman adds that the program benefits communities around the Port. "Scientists have concluded that traffic-related air pollution can exacerbate asthma and may contribute to other heart- and lung-related health effects," she said. "Exhaust from older diesel vehicles is an important factor in traffic-related air pollution. Exhaust from new technology diesel engines using clean diesel fuel produces 90 percent less pollution."

Applications for participation in the program are judged on certain criteria, including the age of the truck and the number of trips it takes to and from the Port. The vehicles that are being replaced must be scrapped so that they do not remain in service, and the replacement trucks cannot have engines older than 2007.

Wierman knows it's not easy for truck owners to do the paperwork and scrap their old truck. "We want to get these trucks completely off the road, but once they take that truck off the road, they need their new truck right away. They need to line up financing so there won't be any delay. We're really pleased we've had a good response here in Baltimore."

Under the terms of the program, Wommack had to scrap his old truck but was able to use the \$20,000 as a down payment on his new truck. "It's a great start, especially in a sluggish economy, to

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