

**West Coast Collaborative Locomotive & Rail Sector  
Conference Call Meeting Summary  
Wednesday, March 19, 2008; 10am-11am PDT**

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**EPA's New Locomotive and Marine Diesel Engine Rule**

Don Kopinski, EPA OTAQ, briefed the group on key features and implementation components of EPA's rulemaking that sets more stringent emissions standards for locomotive and marine diesel engines.

**Highlights from the Presentation**

- The final rule on control of emissions from locomotive engines and marine compression-ignition engines was announced March 14, 2008 by Administrator Johnson at the Port of Houston.
- For locomotives, the rule covers all line-haul, switch and passenger locomotive engines that were manufactured after 1972, with some very limited exceptions.
- The objective of this program is to reduce particulate matter (PM) and nitrogen oxides (NO<sub>x</sub>) emissions from locomotive and marine engines.
- This rule establishes a three part program that will:
  - Tighten emission standards for engines when they are remanufactured, starting in 2008;
  - Set near-term standards (Tier 3 standards) for newly built engines, starting in 2012; and
  - Set longer-term standards (Tier 4 standards) for engines that reflect the application of high efficiency after-treatment technologies, starting in 2015.
- The industry may begin to feel the effects of the new rule as early as June 2008, when locomotive remanufacture systems are certified under the new standards and become available.
- By 2030, EPA estimates that the program will reduce PM emissions by 27,000 tons and NO<sub>x</sub> emissions by 800,000 tons, with significant health and environmental benefits. This emissions benefit would be an 80% improvement in NO<sub>x</sub> emissions and 90% improvement in PM emissions compared to the current engines.

For more information about the proposed rule, visit: <http://www.epa.gov/otaq/locomotv.htm> or contact Don Kopinski at [kopinski.donald@epa.gov](mailto:kopinski.donald@epa.gov), or 734-214-4229.

**MotivePower DOC Project**

Mark Albertson, MotivePower, presented on a diesel oxidation catalyst that MotivePower has developed for locomotives to reduce particulate matter, with other ancillary benefits.

**Highlights from the Presentation**

- MotivePower was formed in 1972 under Morrison-Knudsen and is involved in custom locomotive manufacturing.
- MotivePower offers a diesel oxidation catalyst (DOC) emission control module that can be installed as a standalone on a locomotive that has an automatic engine start and stop (AESS) system, or as part of a package that includes AESS.
- The DOC module is applicable for engines with turbochargers and does not change the engine envelope.
- With the DOC module, testing has shown reductions in particulate matter, nitrous oxide and carbon monoxide emissions.



- Currently, the projected maintenance schedule for these modules is: inspection every 6 months, and cleaning every 3 to 4 years and replacement approximately every ten years. (The maintenance requirement could vary based on duty cycle)
- MotivePower will do case-by-case price quoting for those interested in purchasing this equipment.
- For questions about MotivePower's development of this technology, please contact Mark Albertson at [malbertson@wabtec.com](mailto:malbertson@wabtec.com).

For more information about MotivePower, visit: <http://www.motivepower-wabtec.com>

### **New Developments in the West Coast Collaborative**

Kristin Riha, Sector Lead, updated the workgroup on some organizational changes to the West Coast Collaborative and gave an update on current and upcoming funding opportunities.

- Peter Murchie, Program Lead, has left the West Coast Collaborative to work on climate change issues. The Collaborative is seeking a new Program Lead, with Kristin Riha acting as the interim lead. As of April 25<sup>th</sup>, Kristin will be going on maternity leave for approximately five months. Trina Martynowicz, EPA Region 9, will be filling Kristin's Sector Lead roles in her absence. Trina can be reached at: [martynowicz.trina@epa.gov](mailto:martynowicz.trina@epa.gov), or 415-972-3474.
- The West Coast Collaborative's FY 2008 Request for Proposals is expected to be released the week of March 31, and will focus on funding deployment projects. The funding will also focus on larger grants to fewer recipients, so it is imperative that those interested in funding partner with others. A webcast on this funding was held on February 20<sup>th</sup> and the materials from this event are available on the homepage of the Collaborative website: <http://www.westcoastcollaborative.org>.



## **Participants\***

Mark Albertson, MotivePower  
Jennifer Anderson, BNSF  
John Cockle, Richmond Pacific Railroad  
Don Duffy, Placer County APCD  
Dave Fritz, Southwest Research Center  
Gordon Gerber, Caterpillar  
Adam Hansen, SAIC  
Alan Hardy, Tacoma Rail  
Kevin Inouye  
Don Kopinski, EPA  
Mike Jaczola, California Air Resources Board  
Gary Judge, Hot Start  
Trina Martynowicz, EPA Region 9  
Lucie Audette, EPA  
Edward Richards, Engine Control Systems  
Kristin Riha, EPA Region 9  
Jonathan Roberts, Miratech  
Shelina Sidi, Metro Vancouver  
Steve Sonni, Rail Systems, Inc.  
Frank Van Haren, Washington State Department of Ecology  
Sarah Weldon, Association of American Railroads  
Amy Wheelless, Ross & Associates

\* Apologies for any spelling errors or participants left off the list!