



Clean Diesel Partnership

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Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.



Clean Diesel Partnership

- City of Portland
 - 282 retrofits
- Multnomah County
 - 21 retrofits
- City of Salem
 - 28 retrofits
- Private Construction Contractors
 - 11 retrofits



Project Stats

\$2.3 Million in grant funds



Diesel Particulate Filters	21
Diesel Oxidation Catalysts and Closed Crankcase Ventilation Systems	164
Fuel Operated Heaters	157

Budget Considerations

- Cost of passive vs. active devices
- Public procurement process
- Timeline for testing, product delivery and installation



EPA/CARB Verification

- Limited Off-road DOC verified devices
- DPF's not verified to be used with EGR systems
- Applicability criteria a limiting factor



Clean Diesel Contracting Policy

Minimum Scope and Duration

1. Contract value greater than \$2,000,000, and
2. Duration greater than 9 months, and
3. Off-road construction equipment on the project site for 10 days or more.



Key Policy Provisions



- a) Meet Environmental Protection Agency (EPA) Tier 4 off-road emissions standards, or
- b) Have been retrofitted with after-market emission control devices, or
- c) Use a biodiesel fuel blend of at least 99-percent biodiesel fuel (B99).

Key Policy Provisions

- Phased in approach that increases the level of compliance over a number of years.
- Larger horsepower engines must achieve greater emission reductions.
- Must use ULSD or ULSD/biodiesel blends.
- Requires contractors to minimize vehicle and equipment idling.
- Exemptions for safety, emergencies or lack of an available emission of control technology.

Clean Diesel Contracting Policy

Lessons Learned:

- Uncertainty estimating additional cost
- Concerns about who would bear direct/indirect costs
- Concerns about compliance
- Private contractors in Oregon still uncertain
- Limits of single municipality requirements vs. private sector investment





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