

Area Source Work Group Meeting Summary

November 28, 2005

The Area Source Work Group met for the third time on November 28, 2005, from 1:30–4:00 PM at NOACA's offices.

The Work Group received a presentation from Karen Dzienkowski of Railpower Hybrid Technologies Corp., which has offices in both Pennsylvania and California. The company manufactures and sells hybrid electric locomotive engines that are suitable for switching yards and "short haul" lines of less than 50 miles.

The switcher sold most often by the company is their "Green Goat" which has strong traction but not high horsepower. This reduces its emissions and allows it to function very effectively in switching yards, although it is not used for any long-haul railroads. The "Green Goat" is priced at approximately \$900,000, which does not make it competitive with older, used locomotive engines, which can be bought second-hand for between \$20,000 and \$50,000.

The "Green Goat" is sold primarily in California and Texas because both of those states offer grant money to railroads to purchase the hybrid locomotive engines.

The Work Group encouraged the company to approach the local short-line railroads and directed staff to do the same. Contact will also be made with CSX and Norfolk Southern because they have the switching yards in the nonattainment area.

The Work Group also heard a presentation from Green Energy Technologies Inc. of Akron, Ohio, which will be building a wind turbine at Cleveland-Hopkins Airport. This demonstration project will turn wind power into both electricity and hydrogen, for use at the airport. The hydrogen will power one hydrogen shuttle bus. Other electric vehicles and hydrogen vehicles may be possible in the future, depending on the interest of both the City of Cleveland and the various private airlines at the airport.

The Lake Carriers' Association gave its preliminary report on emissions from marine vessels, reporting that the NO_x emissions for the Northeast Ohio nonattainment area will turn out to be less than half of that estimated by USEPA. However, the calculations reveal that railroad locomotive emissions may have been underestimated. Both the railroads and the lake carriers use the same Category 2 diesel locomotive engine. Final figures will be available within one month.

The Work Group did not have time to review emissions associated with recreational boats and jet skis. The Work Group did receive a list of trees that reduce ozone formation, which could lead to a control that would help the area's biogenic VOC emissions.

The Work Group did not set its next meeting date, although it was agreed that the Work Group would not meet again until January 2006.