Commonwealth of Kentucky
Energy and Environment Cabinet

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Governor Beshear announces Clean Diesel funding for Louisville Metro Government

Project will reduce emissions of air pollutants in Jefferson County

FRANKFORT, Ky. (April 13, 2011) – Gov. Steve Beshear announced today that the Kentucky Division for Air Quality has awarded Louisville Metro Government $235,000 to reduce diesel emissions from its waste-hauling fleet. The funds were made available through the federal Environmental Protection Agency's Diesel Emission Reduction Act.

"I commend Louisville Metro for working to achieve cleaner air in Kentucky's largest city," said Gov. Beshear. "Reducing diesel emissions is a win-win for public health and economic development."

The project will retrofit 13 refuse haulers with diesel particulate filters (DPFs) and closed crankcase ventilation systems (CCVs), reducing emissions of particulate matter by nearly 90 percent. Particulate matter is linked to increased risk of stroke, heart attack, and other serious health problems.

A diesel particulate filter replaces the muffler of the vehicle, trapping most of the fine particulate pollution before it can escape out the tailpipe. CCVs reduce emissions from the crankcase into the engine compartment.

"We are excited about this award and the opportunity to take another step toward a more air-friendly fleet," said Louisville Mayor Greg Fischer. "Sanitation trucks are on the roads nearly every day throughout our community, so reducing emissions from these vehicles will benefit us all. Metro Government must set an

example when it comes to improving Louisville's air quality, and this project is a big step in the right direction."

Retrofitting waste-hauling equipment generates net benefits for a large number of an area’s inhabitants, as those vehicles travel on a large percentage of the area’s roads. Waste haulers also make frequent stops and starts, which increase emissions. This combination of DPF and CCV is desirable as it ensures the greatest possible level of emission reductions to the ambient air and is most protective of the vehicle operators’ health. With an average useful life expectancy of at least 11 years, these trucks will remain in heavy use for many years to come; making the emission reductions achieved by these retrofits a long-term benefit for the community.

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