

# PWGC Summer Newsletter



*Helping You Make Your  
Airport the Best for the  
Community and the  
Environment!*

## American Power Act- Proposed Cap and Trade Climate Bill



Senators John Kerry and Joe Lieberman have been working on the climate bill now referred to as the American Power Act for many months. The Bill states the goal is *"To secure the energy future of the United States, to provide incentives for the domestic production of clean energy technology, to achieve meaningful pollution reductions, to create jobs, and for other purposes."* The Bill addresses many key points to climate change with a pressing goal of reducing greenhouse gas emissions through a nationwide cap. The establishment of a cap and trade system would assist with reducing US emissions 17% by 2020, 42% reduction by 2030 and 83% reduction by 2050. The bill mandates that beginning in 2013 utilities must participate in a cap and trade system that places a price on carbon. Other industries would be mandated in 2016. The above reference reductions will stand as the proposed mandatory cap. A carbon exchange system would be established where regulated emitters would be allowed to trade allowances and purchase offsets to meet the cap thresholds. The offset program would be developed for emission reductions.

In addition to the cap and trade, the bill addresses many other items which include but are not limited to cleaner vehicles, cutting pollution from large emitters, provide new protection against offshore drilling, boost farmer livelihoods, provide financial incentives for safe nuclear facility growth, and provide a national strategy for carbon capture sequestration.

PWGC will keep you informed of the future outcome of the bill.

## Update on UST Operator Training Requirements!

As reported in recent newsletters, all states must develop specific operator training requirements consistent with EPA Underground Storage Tank Compliance Act signed as part of the Energy Policy Act of 2005. The following states have finalized training programs: Alabama, Arizona, California, Colorado, Georgia, Idaho, Iowa, Kansas, Louisiana, Maine, Maryland, Montana, New Mexico, North Carolina, Oklahoma, Oregon, Pennsylvania, South Carolina, Tennessee, Utah, Vermont, Washington D.C., West Virginia, Wisconsin, and Wyoming. However, as previously stated in spring's newsletter the Wyoming training has been temporarily suspended until further notice. PWGC will continue to inform you of states that have finalized state UST operator training programs but as a reminder a few things to remember: The specific training requirements are for the following 3 classes of operators:

1. Persons having primary responsibility for on-site operation and maintenance (O&M) of USTs (CLASS A);
2. Persons having daily on-site responsibility for the O&M of UST (CLASS B); and
3. Daily, on-site employees having primary responsibility for addressing emergencies presented by a spill/ release (CLASS C).


By August 8, 2012, all states must ensure all 3 classes of operators are trained. Contact PWGC for assistance with UST operator training.

*"P.W. Grosser Consulting  
serves our clients, our  
neighborhoods and our  
society!"*



**STRATEGIC  
ENVIRONMENTAL  
SOLUTIONS**

*Happy Summer! PWGC's  
Aviation newsletter is  
designed to assist  
Facilities and other  
relevant departments  
stay updated on ever  
changing environmental  
rules, regulations, and  
other pertinent issues  
related to the Aviation  
Industry.*

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## Biofuels Making Major Headway in the Air and Land!

Biofuels are hitting both the ground and the air at a rapid pace in the aviation industry. Biofuels include biodiesel and Ethanol-85. Biodiesel is a fuel made from vegetable oil, animal fats, or used cooking oil. Blended with diesel fuel typically as B2 (2% biodiesel), B5, B10, B20, or B100. Advantage to switching to biodiesel include but are not limited to: it's renewable, it's domestically produced, it helps reduce tailpipe emissions, has better lubrication of engines, allows for easier engine starts, and emits less greenhouse gas emissions. Ethanol is a fuel derived from the sugars in corn and other plants. "E10" (10% ethanol – 90% gasoline) is common. E85 is the highest practical blend.

There are three commercial airlines planning to trial biofuels this year building on the growing list of test flights undertaken since 2008. Many airport fleets have switched to biodiesel and many are on their way.

Contact PWGC for more information on biodiesels; from conception, to construction of pump stations to permitting, we can help!



## Regulation to Establish Widespread Use of Onboard Refueling Vapor Recovery

The EPA has an Action Initiation List (AIL) every month which is a snapshot of rules EPA initiates. AILs include those actions that 1) will appear in upcoming Semiannual Regulatory Agendas and 2) have been approved for commencement by EPA's Regulatory Policy Officer.

In April the Regulation to Establish Widespread Use of Onboard Refueling Vapor Recovery was placed on the AIL. This action is proposing to establish criteria by which the Administrator will determine if widespread use of onboard refueling vapor recovery (ORVR) has occurred within a state or area. If the Administrator determines that widespread use has occurred throughout the motor vehicle fleet, the Administrator may waive the Clean Air Act requirements for Stage II gasoline vapor recovery in ozone nonattainment areas.

To access AILs you may visit <http://www.epa.gov/lawsregs/search/ail.html#what!>. PWGC will keep you informed of the future status of the onboard refueling vapor recovery action item.

## Stepping it up to Reduce Wastes Entering Landfills



Airports themselves not only generate a tremendous amount of waste from travelers but also from maintaining and up keeping operations of the aircrafts, grounds, buildings and the airport in its entirety. Accounting and measuring every waste stream will allow for potential reduction and or recycling.

Some airports such as Seattle Tacoma International (SEA) have aimed to reduce waste and increase recycling measures. Six pairs of large capacity compactors were installed at SEA at locations accessible for airlines in which they serve. Computer monitoring was installed to provide alerts when the compactors are full. Having such a monitoring system reduced the amount of waste pick up by approximately 75 percent.

Additionally, actions were taken to encourage recycling such as financial award. Since the program started the airport has already seen an additional 12 tons of recycled materials picked up, equal to 9% of the airport's total airfield waste. There are many innovative ways, some simple and some more complex, that can lead to reduction in waste and reduction of waste entering landfills while saving money!