

## Virginia Port Authority

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### News Release

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## Virginia International Terminals Makes Early, Voluntary Conversion to Cleaner Burning Diesel

**NORFOLK, VA** – Virginia International Terminals Inc. (VIT) on July 31 completed its first month of operation using ultra low-sulfur diesel (USLD) fuel, a switch that comes nearly three years ahead of a federally-mandated change for ports to use cleaner burning fuel in their equipment.

“We knew we were going to make this change and the decision was to go ahead and get moving now, ahead of the deadline, in case there were issues that needed to be ironed out,” said Joseph A. Dorto, general manager of VIT, which is the private terminal operating company of the Virginia Port Authority (VPA). “It has been a seamless transition and I expect the benefits to outweigh the costs.”

By order of the US Environmental Protection Agency, all ports were to begin using low-sulfur diesel fuel by July 1, 2007; by July 1, 2010, all ports must be using the USLD.

“We didn’t see any value or reason to burn low-sulfur diesel for three years and then make another switch to USLD,” Dorto said.

The annual fuel cost to VIT for switching to ULSD ranges from \$25,000 [\$.01/gal] to \$250,000 [\$.10/gal]. The USLD is already sold in Hampton Roads for highway use

VIT owns 500 pieces of equipment that are capable of burning the USLD, and all of them are now powered by the fuel. The USLD can be used in all diesel powered equipment without changes to the engine and an average across-the-board emissions reduction of 10 percent is possible, said Heather Mantz, the VPA's environmental director.

"This is the first port on the US East Coast to voluntarily make this switch ahead of schedule," Mantz said. "This commitment switch to ULSD, we believe, may help our chances of being awarded some federal grant money marked for retrofitting older equipment to achieve additional emission reductions."

In fiscal 2008, there will be \$35 million in federal grants available to be used for retrofitting diesel equipment at ports, Mantz said.

Diesel-powered engines for 2007 and later model year on-road engines are designed to operate only with ULSD fuel. Using anything else will reduce the efficiency and durability of engines, permanently damage advanced emissions control systems, reduce fuel economy and possibly become inoperable.

When burned, the lower sulfur content of USLD produces fewer sulfate emissions and enables the use of emissions reduction equipment, such as a catalytic converter. Use of USLD in combination with emission reduction systems can reduce fine particulate emissions by more than 90 percent and hydrocarbon emissions are reduced to almost undetectable levels.

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**The Virginia Port Authority (VPA) is an agency of the Commonwealth of Virginia, reporting to the state Secretary of Transportation. The VPA owns and operates four general cargo facilities on behalf of the state: Norfolk International Terminals, Portsmouth Marine Terminal, Newport News Marine Terminal and the Virginia Inland Port in Warren County. The terminals are operated by Virginia International Terminals, Inc. (VIT) the non-stock, non-profit operating company. The VPA, through terminal earnings generated by VIT, is operationally self-sufficient. The VPA and correlating maritime industry is responsible for 165,000 jobs, \$762 million in business revenues and \$61 million in state and local taxes throughout the Commonwealth.**