

## **ROUNDY'S SUPERMARKETS, INC.**

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Pick 'n Save · Copps · Rainbow · Metro Market · Mariano's

**2013 Green Tier Annual Report**

**Roundy's Oconomowoc Distribution Center  
Oconomowoc, Wisconsin**

June 2014



## Table of Contents

<b>1. Executive Summary</b>	<b>1</b>
<b>2. Business Overview</b>	<b>2</b>
2.1 Roundy's Supermarkets Inc. Corporate-wide Continual Improvement	2
2.1.1 Wisconsin Partners for Clean Air Partnership	2
2.1.2 New and Existing Store Initiatives	3
<b>3. Environmental Management System (EMS) Status</b>	<b>6</b>
<b>4. 2006 / 2010 Agreement</b>	<b>7</b>
4.1 Minimize Energy Use	7
4.2 Waste Minimization	8
4.2.1 2013 Plastic Recycling	8
4.2.2 2013 Cardboard Recycling	9
4.2.3 2013 Metal Recycling	10
4.3 Evaluate Vendor Technologies	11
4.4 2014 Objectives and Targets	12
4.5 Packaging	13
4.6 Stakeholder Education	13
4.7 Continued Community Efforts	14
4.7.1 Oconomowoc Distribution Center Efforts	14
4.7.2 About Roundy's Foundation	14
4.7.3 Roundy's Foundation Focused on Feeding Families Tours	15
4.7.4 Food Donations	15
<b>5. Annual Report Environmental Performance</b>	<b>16</b>
5.1 Energy and Climate Change	16
5.2 Transportation	16
5.2.1 Fleet Miles	16
5.2.2 Super Single Tires	186

## Table of Contents

5.2.3	Trailer Skirts	17
5.2.4	Use of Diesel Oxidation Catalysts	198
5.2.5	Idling Provisions	18
5.2.6	Speed Controls	19
5.2.7	Ride Share Program	19
5.3	Supply Chain	20
5.4	Stakeholder Involvement	20
<b>6.</b>	<b>Annual Metrics Reporting</b>	<b>22</b>
<b>7.</b>	<b>Closing</b>	<b>23</b>

### Appendices

- A WDNR Amended 2010 Green Tier Acceptance Letter for Tier 1
- B WDNR Air Management Emission Reduction Calculations
- C Roundy's Driver/Unloader Responsibilities Oconomowoc Distribution Center
- D DNR Green Tier Sustainability Metrics Spreadsheet

**2013 Green Tier  
Annual Report**

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin

**1. Executive Summary**

Roundy's Supermarkets, Inc. (Roundy's) is pleased to provide its seventh Annual Report under Green Tier. This report covers the activities and accomplishments related to the Roundy's Oconomowoc Distribution Center, a Green Tier participant since December 22, 2006.

## **2. Business Overview**

Headquartered in Milwaukee, Wisconsin, Roundy's is one of the Midwest's oldest and largest grocers. As of April 30, 2014, the company owns and operates 168 retail grocery stores in Wisconsin, Illinois and Minnesota under the Pick 'n Save, Copps Food Center, Rainbow Foods, Mariano's and Metro Market banners. In 2013, it opened five new stores in Illinois, further expanding its presence in the Midwest.

This results-driven company emphasizes its customers, communities and respect for its employees. Its commitment to the environment and its people begins with its upper management and permeates throughout the organization. Roundy's adopted Code of Business Conduct posted on its website affirms that sound waste management, recycling and energy conservation are legal, ethical and business requirements.

The Roundy's private label brand currently encompasses in excess of 6,800 items and is enhanced by the food processing plant in Kenosha, Wisconsin. In addition, Roundy's operates three distribution centers, all in Wisconsin, including the 1.1 million square foot Oconomowoc Distribution Center facility opened in April, 2005.

Roundy's has nearly \$4 billion in sales and more than 23,000 employees. The company has always strived to be a good neighbor, a positive influence on the community and to be a good environmental steward. Roundy's continues to show its commitment with involvement as a Green Tier participant

### **2.1 Roundy's Supermarkets Inc. Corporate-wide Continual Improvement**

Although this annual report is largely focused on the Oconomowoc Distribution Center's Green Tier accomplishments, Roundy's continues to establish and implement energy-saving and environmentally conscious programs across our organization.

#### **2.1.1 Wisconsin Partners for Clean Air<sup>1</sup> Partnership**

The Wisconsin Partners for Clean Air ("WPCA") honors those businesses and organizations that have undertaken innovative strategies in the previous year to reduce

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<sup>1</sup> The WPCA program is a coalition of about 300 businesses, community organizations, schools and government agencies committed to improving air quality through voluntary action. WPCA educates Wisconsin businesses and residents on air quality issues and works to effect behavior to improve air quality and reduce harmful air emissions as required by Wisconsin's state implementation plan under the federal Clean Air Act. See <http://www.cleanairwisconsin.org/businesses/aboutus.php>

## 2013 Green Tier Annual Report

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin

harmful emissions. Roundy's was honored to be a featured speaker at the WPCA 2014 Clean Air Extravaganza. In 2011, Roundy's was selected to receive a WPCA Recognition Award based upon its demonstrated commitment to reducing emissions through voluntary actions. Roundy's many energy saving initiatives at the Oconomowoc Distribution Center were important considerations in the WPCA granting this award. Additional significant considerations included efficiency efforts at the home office and store level, such as installing and operating building automation system software in 43 stores, incorporating United States Green Building Council ("USGBC") criteria in new store designs, and installing solar panels on one store while examining the possibility of further installations. Notifying Roundy's of the award, the WPCA specifically noted its admiration for the Company's "comprehensive and continuous improvements while operating in a sustainable manner."<sup>2</sup> Those initiatives have continued through 2013 and as a prior award winner, Roundy's was asked to participate in the judging process in order to select the 2012 winners.

### 2.1.2 New and Existing Store Initiatives

#### *Facility Management Systems (FMS) Update*

All of Roundy's facilities, i.e., retail stores, commissary and distribution centers, are monitored through Energy Star's Portfolio Manager System. Based on the Energy Star criteria, Roundy's currently has nine locations that qualify for the Energy Star certification. To date, Roundy's has installed an FMS (building automation system) in 66 stores, which includes the addition of eight new stores in 2013. The systems monitor, manage and control the lighting, heating, ventilation, and air conditioning (HVAC), refrigeration, department fan hoods, ceiling fans and sub-metering of electric and water.

In 2012, Roundy's evaluated the use of a complete CO2 refrigeration design at store level. In 2013 the system was installed in the new Menomonee Falls Pick 'n Save store (which actually opened in January, 2014). The Menomonee Falls Pick 'n Save is utilizes CO2, an alternative to HFC (hydro fluorocarbon) refrigerants. Roundy's is also using the new store to test an array of technologies to help increase energy efficiency including new refrigerated cases, LEDs, and rack and case controllers.

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<sup>2</sup> WPCA's June 3, 2011 letter to Roundy's CEO, Robert Mariano, notifying him of receipt of the WPCA Clean Air Recognition Award.

## 2013 Green Tier Annual Report

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin

"We strive not only to give our customers a great shopping experience, but also to contribute to the communities in which we do business. Through our investment in these sustainable technologies we're also able to do something good for our global community," said Robert Mariano, chairman, president and chief executive officer of Roundy's.

### *LED (Light Emitting Diode) Technology*

LED design standards have been in place for several years for certain store areas, including produce, liquor, frozen door cases, exit signs and building signage. We have since added LED design standards to open multi-deck cases and walk in coolers/freezers. Roundy's continually seeks to improve the energy savings that LED lights provide by testing and incorporating new generations of lower wattage and more efficient bulbs as they become available. The technology has proven to provide improved lighting characteristics as well as energy efficiencies.

### *Day Lighting Technology*

Roundy's designed its 2013 stores with more windows than in past store designs in order to take advantage of day lighting technology. Two stores were built with a raised roof section to allow for ribbon windows on the interior to act as skylights. This strategy increases the ability to use natural light for maximum visual comfort and to reduce energy consumption.

### *2013 Renewable Energy Initiatives*

In 2013, Roundy's continued its participation in Wisconsin's Focus on Energy Incentive Program that involved the implementation of various cost-effective energy efficiency and renewable projects. According to Focus on Energy, the total energy savings from all projects Roundy's submitted to the program in 2013 was 9,915,109 kWh. This equates to approximately 8,130 tons of (CO<sub>2</sub>) averted.<sup>3</sup> Roundy's continues to post in new and remodeled stores its signature "Green Boards" that detail the environmental/energy attributes associated with each store.

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<sup>3</sup> CO<sub>2</sub> was calculated using the United States Environmental Protection Agency Clean Energy Green House Gas Equivalencies Calculator at:  
<http://www.epa.gov/cleanenergy/energy-resources/calculator.html>

Green Board Example:



Another visible way Roundy's gets involved with green awareness is by continuing to offer reusable bags that cost \$1.00 each. Roundy's rewards customers who use reusable bags by providing them a five-cent store credit for each bag used.

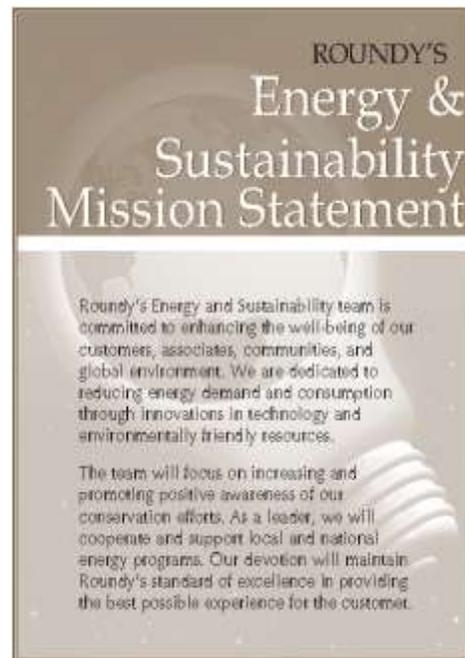
Many of these initiatives are identified and implemented by Roundy's corporate full-time Energy Program Manager along with a second full-time energy management position.

*Energy & Sustainability Mission Statement*

Roundy's has developed the following mission statement for its energy and sustainability efforts:

## 2013 Green Tier Annual Report

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin



### 3. Environmental Management System (EMS) Status

The Roundy's Oconomowoc Distribution Center environmental team initially developed and implemented its EMS in 2007. Pursuant to statute, an external audit of the EMS must be conducted every three years. Because an external audit was completed in 2012, 2013 was an internal audit year. Roundy's performed the internal audit with the goal of:

- Demonstrating that the Roundy's Oconomowoc Distribution Center's EMS is part of its business system that produces superior environmental performance, and
- Providing objective evidence that demonstrates continual improvement is incorporated into the foundation of the EMS.

## **2013 Green Tier Annual Report**

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin

The findings of the internal audit confirmed the following:

- The EMS is in substantial conformance with Green Tier requirements.
- EMS is supported by top management.
- EMS achieves and re-establishes its environmental Objectives and Targets resulting in superior environmental performance.
- The EMS has been found to continue to be "Functionally Equivalent" to ISO 14001, to be producing superior environmental performance, and to have a foundation and operation that conforms to the continual improvement requirements of the Green Tier program.

### **4. 2006 / 2010 Agreement**

Roundy's participation in Green Tier dates back to December 22, 2006, when the Wisconsin Department of Natural Resources (WDNR) first accepted it into the program. In November, 2010, Roundy's re-confirmed its commitment to Green Tier. The updated commitment letter is attached at Appendix A. Information outlining Roundy's continual efforts to address its Green Tier measures at the Oconomowoc Distribution Center are outlined in the following section.

#### **4.1 Minimize Energy Use**

The Oconomowoc Distribution Center strives to identify and implement various processes and technologies to minimize energy use. In 2013, the Oconomowoc Distribution Center evaluated the following different approaches to minimize energy use:

- Using LED lighting throughout the distribution center on a test basis. The result of this test is a wide scale implementation set for 2014.
- The potential use of electric refrigeration units was reviewed In 2012 and that review continued through 2013.
- Research was conducted on CNG, compressed natural gas,(see Section 4.3) tractors/spotters in 2012 and 2013.

The company continues to work with local utilities to complete facility energy reviews that audit various types of energy-using equipment. Once the audit results are evaluated, management institutes the recommendations that can be practically implemented to improve energy performance.

## **4.2 Waste Minimization**

The Oconomowoc Distribution Center continues to work towards greater waste minimization. In 2012, a project was started that included the introduction of a project to convert food waste into compost throughout our network. In 2013 that project was expanded as Roundy's partnered with a third party firm and worked on a pilot project in 13 stores to convert produce into animal feed.

Roundy's continues to maintain its program for recycling cardboard, scrap metal, and plastic. The Oconomowoc Distribution Center serves as an aggregation point for plastic, cardboard, and scrap metal for both this facility and the retail stores it services.

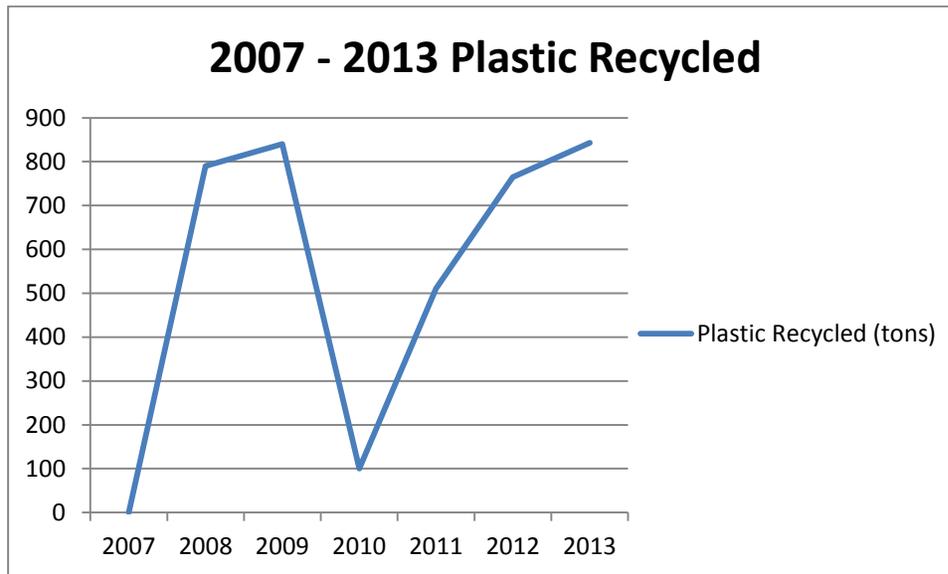
The Oconomowoc Distribution Center also continues to deice parking lots with sand instead of salt. The use of sand, however, requires more effort from the Oconomowoc Distribution Center as it must periodically sweep parking lots and the tractor yard during winter thaws. New sand is then applied during deteriorating weather conditions. The Oconomowoc Distribution Center continues to use a contractor to periodically remove used sand mixed with snow back to the contractor's operation where the sand is filtered and washed for reuse. In 2013, this practice resulted in approximately 345 tons of used sand being reclaimed.

### **4.2.1 2013 Plastic Recycling**

Plastic is widely used at many distribution centers and grocery retailers to wrap pallets and cases prior to shipment. Product received from suppliers is often plastic wrapped and plastic is removed at the Oconomowoc Distribution Center to break apart the delivery and stage it for smaller shipments to individual Roundy's stores. In addition to this plastic wrap, the Oconomowoc Distribution Center currently includes in its recycling program bags, bubble wrap, and plastic pallet corner guards.

## 2013 Green Tier Annual Report

Roundy's Oconomowoc Distribution Center  
Oconomowoc, Wisconsin



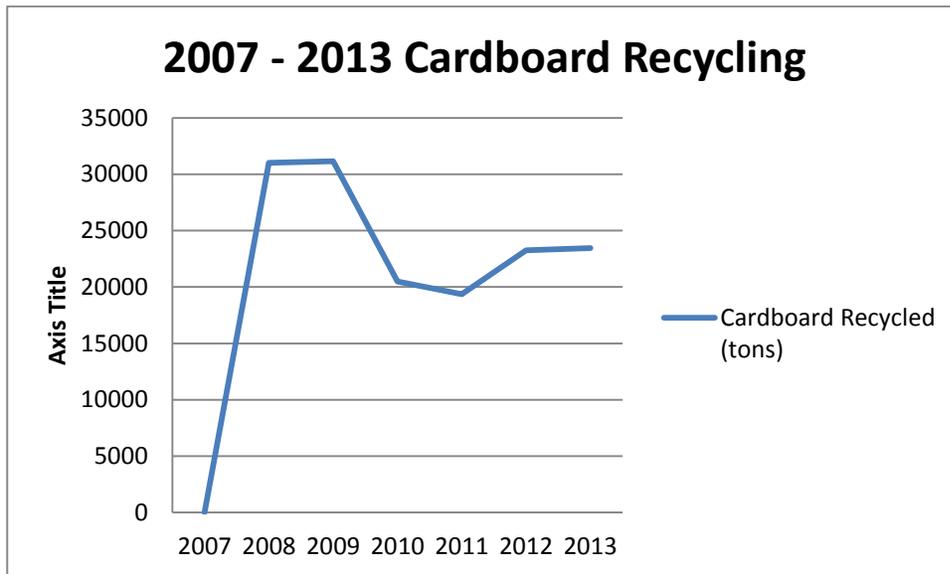
In 2013, plastic recycling at the Oconomowoc Distribution Center totaled 843 tons, up from 766 tons in 2012. The increase in the amount of plastic recycled since 2010 is likely due to factors such as an increase in volume due to additional Mariano's stores, increased use of plastic by manufacturers, the amount of plastic needed to wrap shipments to stores, and the increased recycling of plastic corner guards (initiated in 2011). The Oconomowoc Distribution Center continues to look for more sources for recycling and continues to track conformance with its internal recycling program through formal and informal source segregation inspections and observations. Additionally, company representatives undergo awareness training and the program provides continued diligence through supervisor monitoring for adherence to the recycling program.

#### 4.2.2 2013 Cardboard Recycling

In 2013, a total of 23,460 tons of cardboard were recycled, which represents an increase over 2012 levels. This increase was also likely related to increased volumes due to the new Mariano's stores.

**2013 Green Tier  
Annual Report**

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin



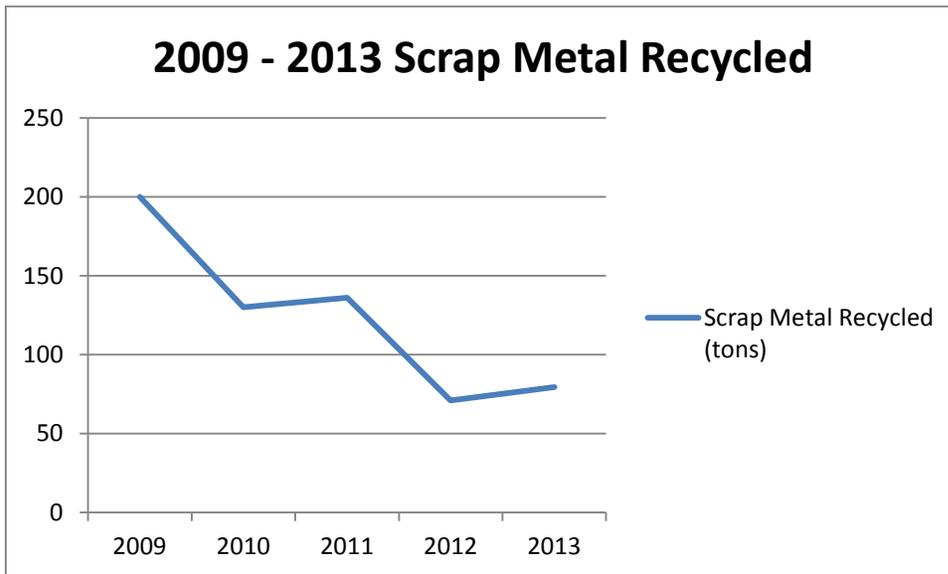
The Oconomowoc Distribution Center continues to look for more sources for recycling and continues to track internal conformance through formal and informal source segregation inspections and observations. Additionally, company representatives have awareness training and continued diligence through supervisor monitoring for adherence to the recycling program. All of these activities will help promote cardboard recycling.

4.2.3 2013 Metal Recycling

In 2013 approximately 79.4 tons of scrap metal were recycled from the Oconomowoc Distribution Center. This volume includes scrap metal collected from the retail stores that is accumulated at the Oconomowoc Distribution Center.

**2013 Green Tier  
Annual Report**

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin



**4.3 Evaluate Vendor Technologies**

Roundy's also continually evaluates whether new technological and operational equipment processes and/or devices might present an actual benefit to reducing mobile emissions and improved fuel economy.

On June 26, 2013 Roundy's began a pilot project utilizing an alternate fuel tractor to determine if a 12 Liter compressed natural gas ("CNG") engine would perform consistent with its current business model and needs. A MY 2013 tractor with a 12 Liter CNG engine was leased from June 26 to July 14 with the purpose of tracking natural gas fuel consumption and engine performance delivering actual loads to Roundy's grocery stores. The test demonstrated that the tractor had enough torque and horsepower to suit Roundy's application without concern. The test also provided enough preliminary fuel cost savings to justify the purchase of one new 12 Liter CNG powered tractor in 2014.

For purposes of this Annual Report, WDNR calculated the potential estimated emission reductions associated with replacing a heavy duty diesel tractor with a tractor using CNG technology. Because the information readily available at this time to the WDNR within the EPA Diesel Emissions Quantifier only provides emission information associated with CNG fuel in general, and does not provide emission information associated with different sizes of CNG engines, the WDNR's calculated estimated emission reductions cannot be deemed to be representative of actual emission reductions at Roundy's ODC, nor of actual emission reductions associated with the pilot project. Thus, any potential estimated calculated emission reductions provided in this report can only be used for informational purposes. Estimated, actual emission reductions that may be associated with replacing an existing diesel tractor

## 2013 Green Tier Annual Report

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin

within Roundy's fleet with one using CNG technology will require more precise calculations that factor in the model year of the diesel tractor that is replaced, emissions information concerning the precise CNG engine purchased and corresponding information pertaining to vehicle miles traveled and amount of fuel use.

For purposes of WDNR's calculations, WDNR first calculated the potential emissions associated with a MY 2005 HD Diesel Truck traveling 1,861 miles. These data points represent the model year associated with the majority of Roundy's fleet at the ODC and the vehicle miles traveled associated with the pilot project. Potential emissions were based upon emission factors within the MOVES model.

Next, using EPA's Diesel Emissions Quantifier, WDNR then calculated the emissions associated with a MY 2013 CNG Fuel based upon the use of 363 CNG equivalent gallons. The difference between the emissions calculated using a MY 2005 diesel tractor traveling 1,861 miles pursuant to MOVES and the emissions calculated using a MY 2013 CNG Fuel using 363 CNG equivalent gallons pursuant to EPA's Diesel Emissions Quantifier comprises the potential emission reductions associated with replacing a MY 2005 diesel tractor with a MY 2013 tractor using a CNG engine.

WDNR's calculations reflect a potential estimated emission reductions associated with the use of CNG technology as follows:<sup>4</sup>

46 pounds of NOx  
3.5 pounds of PM 2.5  
4.2 pounds of VOC  
12.6 pounds of CO  
7360 pounds of CO2

#### 4.4 2014 Objectives and Targets

The Oconomowoc Distribution Center will continue to evaluate or has initiated the following projects as objectives and targets:

- Installation of LED lighting throughout the warehouse in fall of 2014.

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<sup>4</sup> Additional information concerning WDNR's emission calculations can be found in Appendix B.

## **2013 Green Tier Annual Report**

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin

- Evaluating electric refrigeration units and natural gas spotter units and tractors including a live test of a CNG tractor in the delivery of product to the Milwaukee stores. This will continue in 2014 with the purchase of a CNG tractor.
- Experimenting with a paperless environment in the office.
- Continuing promotion of employee suggestion program and stakeholder involvement through the City of Oconomowoc, Oconomowoc Area Chamber of Commerce Green Strategy and ride share program.
- Continued collaboration with the Oconomowoc Area Chamber of Commerce, the Oconomowoc School District, and the WDNR on a long-term program to protect and support Rosenow Creek.

### **4.5 Packaging**

Roundy's continues, where feasible, to reuse select sturdy product containers for packing and shipping to and from the Oconomowoc Distribution Center. For example, the facility has fully converted to plastic pallets that are reused for all shipping occurring on the Roundy's fleet. Plastic flip sheets are also used as a stable base when stacking certain products on a pallet, replacing traditional cardboard sheets and, thus, further reducing cardboard usage.

### **4.6 Stakeholder Education**

The Green Tier agreement and energy program at the Oconomowoc Distribution Center have resulted in energy conscious programs for new projects at existing stores and for new construction. The company continues to promote ideas and conversations on energy conservation and waste minimization, not just at the Oconomowoc Distribution Center, but with internal stakeholders, our retail stores, and at the corporate headquarters building as described in Section 2.

Roundy's continues to utilize the Employee Environmental Continual Improvement suggestion program implemented in mid-2007 to record and respond to suggestions and comments from employees. All suggestions and feedback are logged into the Environmental Continual Action Database. Once logged, each idea, concern or question is evaluated at Management Review meetings for implementation or response.

The Oconomowoc Distribution Center has the opportunity to make contact with hundreds of drivers daily as they deliver goods to the Oconomowoc Distribution

## 2013 Green Tier Annual Report

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin

Center. Each driver receives a copy of the Driver/Unloader Responsibilities handout documenting the Oconomowoc Distribution Center's idling policy, and information about Roundy's Environmental Policy attached at Appendix C. Roundy's idle policy is further discussed in Section 5.2 of this report.

### 4.7 Continued Community Efforts

#### 4.7.1 Oconomowoc Distribution Center Efforts

The Oconomowoc Distribution Center continues its alliance with the Oconomowoc Area Chamber of Commerce. In 2010, Roundy's spearheaded an effort to create a Green Business Initiative Committee. The mission of the Committee is "to protect the environment by reducing waste, saving energy and eliminating pollution." According to the Committee:

It is our obligation to explore and implement environmentally sound business practices that reduce waste, save energy and prevent pollution. A cleaner environmental footprint will benefit our community, our businesses and set an example for others to help guarantee a healthy environment for future generations. The Oconomowoc Area Chamber of Commerce is committed to partnering with its member businesses, and the community-at-large, to achieve these goals.<sup>5</sup>

In 2013, Roundy's continued its involvement with the Green Business Initiative Committee. As an active member of the Green Business Initiative Committee, Roundy's also participates in key projects including Adopt a Highway, tree plantings, and energy seminars. In 2011, the Oconomowoc Distribution Center began collaboration with the Oconomowoc Area Chamber of Commerce, the Oconomowoc School District, and the WDNR on a long term program to protect and support Rosenow Creek, a Class A Trout Stream located within the Oconomowoc School District property. The Company has currently scheduled tree plantings by the stream as part of this effort.

#### 4.7.2 About Roundy's Foundation

Chartered in August 2003, the Roundy's Foundation was created to further strengthen the commitment between Roundy's Supermarkets, Inc. and the communities it serves. Roundy's Pick 'n Save, Copps and Metro Market stores are found throughout Wisconsin. Rainbow stores serve Minneapolis-St. Paul area, and Mariano's Fresh

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<sup>5</sup> <http://www.oconomowoc.org/green-business.php>

## 2013 Green Tier Annual Report

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin

Markets serve Illinois. The Roundy's Foundation is dedicated to hunger relief and families in crisis due to domestic abuse. Since its inception, it has given close to \$10 million to organizations focused on community service in those areas of need. Major grant recipients include food banks and women and family violence shelters throughout Wisconsin, Minnesota and Illinois.

### 4.7.3 Roundy's Foundation Focused on Feeding Families Tours

Roundy's Foundation donated more than \$507,300.00 in food and gift cards during its *Focused on Feeding Families* food tours in 2013. The tours take place twice a year in the spring and fall, distributing food and funds to organizations fighting hunger in the communities our stores serve. In 2013 alone, the tours helped a total of 120 food pantries, 60 in both the spring and fall.

To achieve these goals, the Roundy's Foundation truck stops at pre-selected stores throughout Wisconsin, Minnesota and Illinois. The pantries selected in each community come to the store with their vehicles and store volunteers help unload food from the Roundy's Foundation truck and distribute the donated items into pantry vehicles. Additionally, many stores choose to host food drives to allow customers to add to the Roundy's Foundation donation being given to each pantry during the tours.

Outside of the *Focused on Feeding Families* tours, the Roundy's Foundation Board of Directors meets every other month to consider grants.

### 4.7.4 Food Donations

Roundy's continues its commitment to hunger relief and waste minimization through routine donations to Feeding America in Milwaukee and other hunger relief organizations within our service areas in Wisconsin, Illinois and Minnesota. Donations are packaged and delivered directly to those organizations, with the twin goals of relieving hunger and reducing waste by distributing products that would perish or expire. In 2013, Roundy's donated a variety of food items and gift cards totaling more than \$1,027,000.00.

Roundy's is committed to giving back to the communities in which it has a presence. Strong families are the lifeblood of communities and Roundy's is dedicated to helping through the support of organizations dedicated to hunger relief. Part of that dedication is giving back to the community directly from our store network. More than \$250,000 in donations was provided to community groups directly from our stores.

## **5 Annual Report Environmental Performance**

WDNR requested information on certain environmental elements from the Roundy's Supermarkets Inc., Oconomowoc Distribution Center as part of its annual report. Applicable information is either presented below or a reference is provided to where it is placed in other sections of this report.

### **5.1 Energy and Climate Change**

The Oconomowoc Distribution Center was constructed with numerous energy conservation measures that have either been sustained or further improved. These include energy efficient lighting utilizing motion sensors, natural daylight, and sufficient insulation to provide cooling of non-freezer portions of the building during the normal summer season.

### **5.2 Transportation**

In 2013, Roundy's Oconomowoc fleet consisted of two model year 2003 tractors with diesel oxidation catalysts (DOCs), 34 model year 2005 tractors and eight model year 2007 tractors.

#### **5.2.1 Fleet Miles**

Since 2006, the total vehicle miles traveled by the Oconomowoc Distribution Center fleet has fallen from 5,329,118 miles in 2006 to 3,193,764 miles in 2013. Along with changes in Roundy's overall business practices, the various initiatives undertaken by the Oconomowoc Distribution Center to improve efficiency since entering Green Tier in 2006 are expected to have contributed to this overall reduction in fleet miles.

#### **5.2.2 Super Single Tires**

Super Single Tires (referred to as single wide tires by the United States Environmental Protection Agency Smart Way Program) are intended to provide low rolling resistance – in other words, the tires are intended to reduce the drag from the weight of the tires on the road and thereby improve fuel efficiency. By the end of 2011, Roundy's converted its entire Oconomowoc Distribution Center fleet to super single tires with aluminum rims.

## 2013 Green Tier Annual Report

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin

WDNR estimated the potential yearly emission reductions associated with the Oconomowoc Distribution Center fleet's use of super single tires by assuming that super single tires had been used on all fleet tractors for all of 2013. Using this assumption, WDNR derived a fleet wide, estimated average 7.43 miles per gallon (mpg) based upon the 3,193,764 total vehicle miles traveled by the Oconomowoc Distribution Center fleet and total fleet fuel consumption of 429,846 gallons. WDNR also utilized EPA estimates that super single tires improve fuel efficiency by at least 3%. Using WDNR's assumption of a fleet average of 7.21 mpg without super single tires, and a fleet average of 7.43 miles per gallon with super single tires, the installation of super single tires on the entire Oconomowoc Distribution Center fleet for an entire year could potentially result in a reduction of 146 tons of CO<sub>2</sub>. See Appendix B for the WDNR emission calculations.

### 5.2.3 Trailer Skirts

Trailer skirts are designed to reduce aerodynamic drag. Like the Super Single Tires, EPA's Smart Way program considers aerodynamic trailer skirting to be a verified technology category to reduce aerodynamic drag. By the end of 2013, skirts were installed on 129 of Roundy's trailers corporate-wide. Because Roundy's trailers travel among the various distribution centers, it is possible that all trailers servicing the Oconomowoc Distribution Center may not have skirts at any given moment in time. Accordingly, for purposes of estimating emission reductions, DNR made the assumption that all Oconomowoc Distribution Center vehicle miles traveled in 2013 involved trailers with skirts.

WDNR in its emission calculation communication indicated that EPA estimates that aerodynamic trailer skirts improve fuel efficiency by at least 4% and utilized emission calculations from scientific studies showing that aerodynamic trailer skirts are estimated to improve fuel efficiency from 5-7%.

To estimate the potential emission reductions associated with the installation of skirts on trailers at the Oconomowoc Distribution Center fleet, WDNR first assumed that for 2013, the total fleet fuel consumption for the Oconomowoc Distribution Center involved the use of trailers fitted with aerodynamic trailer skirts. WDNR also applied a 5% fuel efficiency improvement into its calculation. Results of its calculation show an estimated potential yearly reduction of 236 tons of CO<sub>2</sub>, assuming all vehicle miles the Oconomowoc Distribution Center fleet traveled over the calendar year included the use of trailers with skirts. Appendix B contains the WDNR calculations.

#### 5.2.4 Use of Diesel Oxidation Catalysts (DOCs)

According to the U.S. Environmental Protection Agency's Diesel Emissions Quantifier, the DOCs are assumed to annually reduce VOC's by 50 percent, CO by 30 percent, NOx by 0%, and PM<sub>2.5</sub> by 20 percent. WDNR calculated estimated emission reductions associated with the use of DOCs at the Oconomowoc Distribution Center fleet of 42 pounds of PM<sub>2.5</sub>, 257 pounds of CO and 135 pounds of VOC due to the use of DOCs on the two 2003 model year tractors. See Appendix B for WDNR emission calculations.

#### 5.2.5 Idling Provisions

Roundy's prohibits all tractor-trailer trucks from idling on the premises when the temperature is above 10 degrees Fahrenheit. The only exception is when the temperature is below 10 degrees Fahrenheit. A short warm up may occur to prevent diesel fuel from gelling and engine startup difficulties. A copy of the Driver/Unloader Responsibilities handout containing Roundy's Oconomowoc Distribution Center idling policy is provided in writing to third-party vendors that deliver to the facility.

WDNR calculated estimated emission reductions associated with the Oconomowoc Distribution Center idling policy in accordance with the following assumptions:

1. Based upon 924 actual truck deliveries over a 7-day period in October, 2013, there is assumed to be an average of 132 truck trips per day to the Oconomowoc Distribution Center.<sup>6</sup>
2. Based upon data from that 7-day period, each truck was on site for an average of approximately 3.5 hours; however, 0.4 hours has been deducted for maneuvering and it is assumed that a driver would not physically be in a tractor for 57 minutes for each trip.
3. Using these assumptions, emissions from idling could be reduced by approximately 2.15 hours per truck per day.
4. The Oconomowoc Distribution Center operates 363 days per year.
5. Using assumptions for Waukesha County Average MOVES Emission Factors for Heavy Duty Diesel Trucks, the estimated emission reductions from implementation of Roundy's idling policy in 2013 are as follows:

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<sup>6</sup> The 7-day period in October, 2013 was selected from readily accessible information in an attempt to provide a "representative week".

## 2013 Green Tier Annual Report

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin

10.2 tons of CO  
27 tons of NOx  
4.4 tons of VOC  
1,016 tons of CO<sub>2</sub>  
0.22 tons of PM<sub>2.5</sub>

See Appendix B for WDNR emission calculations.

Going forward, the Oconomowoc Distribution Center will continue to restrict idling through a combination of measures. These include training Roundy's fleet drivers on anti-idling requirements and audits of compliance with the idling policy. Audits for compliance with the idling policy are included in the Oconomowoc Distribution Center internal audits that are conducted throughout the year. Transportation management staff conducts periodic, unannounced yard walks to confirm compliance with the policy. Finally, if a complaint is filed, then transportation management will respond appropriately.

### 5.2.6 Speed Controls

Roundy's utilizes speed controls such that when the tractor is in operation, the engine computer reduces the fuel when the driver reaches 62 miles per hour (mph).

WDNR's evaluation of the potential impact this initiative can have in reducing air emissions is based upon the total vehicle miles traveled in 2013 and includes an assumption that approximately 70 percent of travel is on highways and interstate roads and that speed controls are active on all of the tractors. WDNR calculated expected emissions at 65 mph and then at 62 mph – the difference between the two speeds comprises the estimated differences in emissions from use of the speed controls. WDNR estimated a total of 1,034 pounds of NOx reduced, 60 pounds of PM<sub>2.5</sub> reduced, 84 pounds of VOC increased, 444 pounds of CO increased, and 167 tons of CO<sub>2</sub> reduced as a result of the use of speed controls. More information concerning WDNR's emission calculations is presented in Appendix B.

### 5.2.7 Ride Share Program

In 2007, the Oconomowoc Distribution Center established a carpool program. At the program onset, the Center issued five carpool permits. The permit allows the designated carpool driver to park in a preferred parking spot that is nearest to an employee building entrance. In 2013, 118 employees participated in the program.

## 2013 Green Tier Annual Report

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin

WDNR calculated estimated emission reductions from the rideshare program based upon a 2001 Southeastern Wisconsin Regional Planning Commission (SEWRPC) travel survey indicating that the average roundtrip commute in the southeast Wisconsin seven-county region to and from work is 19.6 miles. WDNR also considered information on transportation research that quantifies potential benefits from rideshare programs. WDNR assumed 10 percent participation for its calculation of potential emission reductions for the Oconomowoc Distribution Center. Using 11.8 (10 percent X 118 employees) multiplied by 19.6 miles round trip would result in approximately 231.3 average miles. Assuming that a participating employee commutes to work an average of 230 days per year, in 2013 this could have resulted in a reduction of approximately 53,199 miles. WDNR calculated estimated annual emission reductions of: 44 pounds of NO<sub>x</sub>, 25 pounds of VOC, 465 pounds of CO, 2.5 pounds of PM<sub>2.5</sub> and 52,496 pounds of CO<sub>2</sub>. See Appendix B for WDNR's emission calculations.

In addition to the carpool program, the Oconomowoc Distribution Center offers preferred employee parking for motorcycle riders, too.

### 5.3 Supply Chain

The company continues to communicate with its customers and vendors on the value of reusable pallets and plastic flip sheets and routinely uses these for shipments on Roundy's fleet. While the company cannot directly influence how manufacturers package their product for distribution, it must contend with the result from improper packaging from broken containers and boxes. Roundy's routinely communicates its experiences with vendors and/or manufacturers and salvages retail ready products from these deliveries.

### 5.4 Stakeholder Involvement

As described in Section 4.4 Roundy's has engaged in internal and external stakeholder coordination. Involvement with employees, suppliers, and customers is documented through:

- Employee Suggestion Program
- Employee Training and Awareness
- Coordination with External Stakeholders, Drivers, Suppliers, and Vendors

**2013 Green Tier  
Annual Report**

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin

- Participation in the Community through organizations such as the Oconomowoc Area Chamber of Commerce, and implementation of energy conservation programs at their stores
- Coordinating September 2013 Oconomowoc Chamber of Commerce seminar to introduce Green Tier program to community.

**2013 Green Tier  
Annual Report**

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin

**6 Annual Metrics Reporting**

Metrics requested by WDNR are contained in the Wisconsin WDNR Green Tier Sustainability Metrics spreadsheet contained in Appendix D.

**2013 Green Tier  
Annual Report**

Roundy's Oconomowoc  
Distribution Center  
Oconomowoc, Wisconsin

**7 Closing**

Roundy's Supermarkets Inc., is pleased to be a Tier 1 participant in Wisconsin's forward thinking Green Tier program. The program goals and objectives match the Company's thinking with regard to environmental stewardship and waste minimization.

## Appendix A

WDNR Amended 2010 Green Tier  
Acceptance Letter for Tier 1

## Appendix B

WDNR Air Management Emission  
Reduction Calculations

## Appendix C

Roundy's Driver/Unloader  
Responsibilities Oconomowoc  
Distribution Center

## Appendix D

WDNR Green Tier Sustainability  
Metrics Spreadsheet

## Appendix A

WDNR Amended 2010 Green Tier  
Acceptance Letter for Tier 1



## State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor  
Scott Hassett, Secretary

101 S. Webster St.  
Box 7921  
Madison, Wisconsin 53707-7921  
Telephone 608-266-2621  
FAX 608-267-3579  
TTY Access via relay - 711

December 22, 2006

Mike Schmitt  
Roundy's Supermarkets, Inc  
PO Box 473  
Milwaukee, WI 53201

Subject: Green Tier Acceptance Letter for Tier 1

Dear Mr. Schmitt:

Thank you for completing an application for a Tier 1 agreement. The Department of Natural Resources (DNR) is pleased to approve your application and accept you into the Green Tier program. This letter of acceptance covers the Roundy's Supermarkets Inc. Oconomowoc Distribution Center, Oconomowoc, Wisconsin. This letter of acceptance is authorized by The Environmental Results Program Act, § 299.83, Wis. Stats., created by 2003 Wisconsin Act 276 (effective on May 1, 2004), which is commonly called the "Green Tier Law."

This letter recognizes that Roundy's has already satisfied one of its Green Tier commitments by voluntarily retrofitting more than one quarter of its Class 8 truck fleet with diesel oxidation catalysts (DOC). 32 Fleetguard DOCs were installed as direct replacements to the existing exhaust system on its 2001-2004 model year tractors. The DOCs are designed to reduce the emissions of certain air pollutants contained in diesel exhaust. As you will recall, this commitment was identified in your Indirect Source permit issued on May 18, 2004. Roundy's participation in the Green Tier program reflects your continuing commitment to superior environmental performance and continuous improvement. If future circumstances necessitate stepping back from this commitment, please notify us.

In addition to the DOC upgrade mentioned above, you have also agreed to the following examples of superior environmental performance:

- a) Continue to implement energy use minimization ideas, including occupancy sensors, daylighting, and use of high efficiency replacement bulbs and ballasts.
- b) Minimize waste cardboard and packaging waste from the distribution facility
- c) Evaluate whether certain technological and operational equipment, processes, and/or devices present an actual benefit to reducing mobile emissions and improved fuel economy. The scope of this evaluation will be developed and implemented on an ongoing basis with Mike Friedlander. Roundy's will commit to sharing this information with the DNR in a mutually agreed format.
- d) Educate stakeholders about the benefits of daylighting and green design

With this letter, you are encouraged to use the Green Tier Program logo on written materials that are related to your facilities. Attached to this Acceptance Letter is a unique certificate that recognizes you for participating in the Green Tier Program. The DNR will work with you to

annually celebrate your participation in the Green Tier program through a joint press release to local newspapers and will maintain your company's name on a list of participants that is available on the DNR's website.

As a participant in the Green Tier program, you are entitled to Deferred Civil Enforcement, as described in §299.83(6m)(d). In brief this means that if you discover either a non-conformance in your EMS, or you discover a violation with an existing environmental requirement, and if you provide us notice of your discovery along with a corrective action plan that conforms to the requirements in the statute, and if you successfully and timely implement the corrective action plan, we will not seek to impose penalties on Roundy's for the non-conformance or violation. You are reminded that nothing in this acceptance letter replaces any obligation that you have to report on, and correct, any violations of law or regulation.

If you choose not to certify your EMS under ISO 14000, please document that your EMS is functionally equivalent to an ISO 14000 EMS by following the guidance attached. As you know, Roundy's needs to have in place within one year of this letter an EMS that either is demonstrated to be functionally equivalent to an ISO 14001 EMS, or is certified to ISO 14001. As a reminder, you also need to have audited your EMS by the end of the first year of this agreement.

You are also asked to update the DNR annually, beginning in March, 2008, on your consultation with interested persons in the area. You are also asked to update the DNR annually on your progress in meeting your objectives and targets and implementing your EMS. Both of these requirements can be incorporated into your annual report to the DNR on your environmental performance accomplishments, and any EMS non-conformances or violations. Please also provide the DNR with documentation of your management review of your environmental management system at that time.

We would encourage you, as part of your annual report, to prepare an executive summary of your accomplishments over the last year that can be placed on the DNR's web site, and which could also be posted on Roundy's web site.

As a reminder, by the third year of your participation in the Green Tier program you must have your EMS audited by an outside environmental auditor. The results of this audit should also be reported to the DNR.

Finally, if you have any questions about your interaction as a Tier 1 participant with the DNR, Mike Friedlander has been assigned as your single point of contact. Please coordinate with Mike on an annual meeting that will be used to brief the DNR on your environmental performance, and the progress made on the objectives and targets. This meeting may also be used to gather input on the objectives and targets to be set for the coming year.

Your acceptance into the Green Tier Program is good for 5 years, and your status as a Green Tier company can be extended as we mutually agree. You may withdraw from the program at any time by notifying us of your decision to withdraw. We may also withdraw you from the program if we believe that it is in the best interests of the Green Tier program to end the relationship that is created with this letter.

We want to welcome you as a Tier 1 company and encourage you to work toward Tier II status in the future.

Sincerely,



Scott Hassett, Secretary  
WI Department of Natural Resources

As of November 18, 2010 the five year acceptance provision for Roundy's Supermarkets, Inc. has been lifted. Roundy's Supermarkets, Inc.'s acceptance into the Green Tier Program will extend indefinitely.

Attachment: Tier 1 Application  
Certificate of Recognition  
Environmental Results Program Logo  
Functional Equivalency Guidance  
Generic Suite of Green Tier Indicators

## Appendix B

WDNR Air Management Emission  
Reduction Calculations

## WDNR Air Management Emission Reduction Calculations

### Web Linked Reports

<http://www.epa.gov/smartway/documents/publications/sae-reports/fuel-economy-improvements.pdf>  
<http://www.epa.gov/smartway/documents/publications/sae-reports/effects-on-fuel-economy.pdf>  
<http://info.ornl.gov/sites/publications/files/Pub20686.pdf>  
<http://www.epa.gov/smartway/documents/partnership/trucks/partnership/techsheets-truck/EPA-420-F10-041.pdf>  
<http://www.vtpi.org/tadm/tadm34.htm>  
<http://cfpub.epa.gov/quantifier/index.cfm?action=fleet.edit>

The emission factors are provided in a separate Excel spreadsheet. I used the same format and model (MOVES2010b) that were used last year.

The Excel file has the following four tabs:

1. Commuting EF's for passenger cars and passenger trucks
2. Truck EF's for overall travel
3. Truck EF's for extended idling
4. Truck running EF's for speeds ranging from 60 mph to 70 mph

In all four cases, emissions factors are provided for five pollutants: NO<sub>x</sub>, PM<sub>2.5</sub>, VOC, CO and CO<sub>2</sub>.

Also, in all four of these cases, emission factors are provided by model year and as weighted average emission factors for the applicable fleet. (For passenger vehicles, the "applicable fleet" consists of all model years weighted by travel fractions for the I/M area. For trucks, the "applicable fleet" is the Roundy's fleet: 2 trucks of model year 2003 [113,361 total annual miles], 34 trucks of model year 2005 [2,438,149 total annual miles], and 8 trucks of model year 2007 [642,254 total annual miles].)

I provided three tables of emission factors for the commuting travel. The first table includes all processes (running, start, evaporative VOC and refueling VOC). The second table includes only running emissions. And the third table provides emission factors half way between those in first and second tables. Estimating the emission savings from carpooling can be complicated for reasons including:

1. Extra travel by the car pool vehicle to pick up passengers.
2. Extra travel by car pool passengers to a pick up point.
3. Some evaporative emissions occur even when a vehicle is not used.
4. Another family member may use the vehicle of the car pool passenger.

Due to the uncertain complications, The WDNR used the third table

I should note that VOC and CO emissions go \*down\* with increased speed for the Roundy's fleet. However, NO<sub>x</sub> emissions go up more that VOC + CO go down, so the combined effect of those three pollutants is an increase as speed increases. PM<sub>2.5</sub> and CO<sub>2</sub> also go up with increased speed.

The emission factors for the Roundy's fleet are slightly lower than the emission factors provided for 2012. These emission factors are lower because more vehicle miles travelled (VMT) are attributed to the newest model year (MY 2007) in 2013 than in 2012. The emission factors for the commuting vehicles are a bit lower this year, reflecting some fleet turnover.

### **EMISSION REDUCTION CALCULATION FOR SPEED CONTROL PROGRAM**

WDNR's evaluation of emission differences from this initiative is based on the total vehicle miles traveled in 2013 and includes an assumption that approximately 70 percent of travel is on highways and interstate roads and that speed controls are active on all of the tractors. WDNR calculated expected emissions at 65 mph and then at 62 mph - the difference between the two speeds comprises the estimated differences in emissions from use of the speed controls.

TOTAL MILES = 3,193,764 X 70% Highway = 2,235,635

2,235,635 X 8.28 NOx grams per mile @ 62 mph = 18,511,058 of NOx grams / 454 = 40,773 pounds of NOx

2,235,635 X 8.49 NOx grams per mile @ 65 mph = 18,980,541 of NOx grams / 454 = 41,807 pounds of NOx

**1034 pounds of NOx reduced**

2,235,635 X 0.469 PM<sub>2.5</sub> grams per mile @ 62 mph = 1,048,513 of PM<sub>2.5</sub> grams / 454 = 2,309 pounds of PM<sub>2.5</sub>

2,235,635 X 0.481 PM<sub>2.5</sub> grams per mile @ 65 mph = 1,075,340 of PM<sub>2.5</sub> grams / 454 = 2,369 pounds of PM<sub>2.5</sub>

**60 pounds of PM<sub>2.5</sub> reduced**

2,235,635 X 0.397 VOC grams per mile @ 62 mph = 887,547 of VOC grams / 454 = 1,955 pounds of VOC

2,235,635 X 0.380 VOC grams per mile @ 65 mph = 849,541 of VOC grams / 454 = 1,871 pounds of VOC

**84 pounds of VOC increased**

2,235,635 X 1.96 CO grams per mile @ 62 mph = 4,381,845 of CO grams / 454 = 9,652 pounds of CO

2,235,635 X 1.87 CO grams per mile @ 65 mph = 4,180,637 of CO grams / 454 = 9,208 pounds of CO

**444 pounds of CO increased**

2,235,635 X 1,857 CO<sub>2</sub> grams per mile @ 62 mph = 4,151,574,195 of CO<sub>2</sub> grams / 454 = 9,144,436 pounds of CO<sub>2</sub>

2,235,635 X 1,925 CO<sub>2</sub> grams per mile @ 65 mph = 4,303,597,375 of CO<sub>2</sub> grams / 454 = 9,479,289 pounds of CO<sub>2</sub>

334,853 pounds of CO<sub>2</sub> decreased

**167 tons of CO<sub>2</sub> decreased**

### **EMISSION REDUCTION CALCULATION FOR SUPER SINGLE TIRES PROGRAM**

Super Single Tires are considered a "verifiable control technology" by the EPA Smart way program. As such, EPA estimates that super single tires improve fuel efficiency by at least 3%. For the purpose of the 2013 Annual Report, we assumed that all heavy duty diesel trucks operating at the Oconomowoc Distribution center were retrofitted with super single tires

TOTAL MILES = 3,193,764  
TOTAL FUEL CONSUMPTION = 429,846  
10,070 grams of CO<sub>2</sub> per gallon (22.2 pounds per gallon)

Average = 7.43 miles per gallon (mpg)  
7.43 mpg / 1.03 = 7.21 mpg with no super single tires  
7.43 - 7.21 = 0.22 super single fuel efficiency in mpg  
3,193,764 / 7.21 mpg = 442,963 gallons  
Fuel savings = 13,117 gallons  
291,197 pounds of CO<sub>2</sub> reduced  
**146 tons of CO<sub>2</sub> reduced**

### **EMISSION REDUCTION CALCULATION FOR AERODYNAMIC TRAILER SKIRTS PROGRAM**

Aerodynamic trailer skirts are considered a "verifiable control technology" by the EPA Smart way program. As such, EPA estimates that Aerodynamic trailer skirts improve fuel efficiency by at least 4%. Based on scientific studies, aerodynamic trailer skirts are estimated to improve fuel efficiency from 5 -7%. For the purpose of the 2013 Annual Report, we assumed that all heavy duty diesel trailers operating at the Oconomowoc Distribution center were retrofitted with aerodynamic trailer skirts and applied the 5% efficiency improvement.

TOTAL MILES = 3,193,764  
TOTAL FUEL CONSUMPTION = 429,846  
10,070 grams of CO<sub>2</sub> per gallon (22.2 pounds per gallon)

Average = 7.43 miles per gallon  
7.43 mpg / 1.05 = 7.08 mpg with no aerodynamic trailer skirts  
7.43 - 7.08 = 0.35 aerodynamic trailer skirts efficiency in mpg  
3,193,764 / 7.08 mpg = 451,097 gallons  
Fuel savings = 21,251 gallons  
471,772 pounds of CO<sub>2</sub> reduced  
**236 tons of CO<sub>2</sub> reduced per year**

\* CAVEAT - There may exist some unknown synergies between coupling super single tires and aerodynamic trailer skirts in these fuel efficiency calculations.

### **EMISSION REDUCTION CALCULATION FOR THE IDLE RESTRICTION PROGRAM**

924 truck deliveries over a 7 day period in October, 132 truck trips per day  
The average amount of time that each truck is "on site" is 3 hours 28 Minutes 19 seconds (3.5)  
Assume trucks maneuver on site for 24 minutes per trip - no net reduction (0.4)  
Assume truckers would leave cab for 57 minutes per trip - no net reduction (0.95)  
Assume the idle restriction reduces idle emissions by 2.15 hours per truck per day  
Assume Waukesha County Average MOVES Emission Factors for Heavy Duty Diesel Trucks

## EXTENDED IDLE EMISSION FACTORS FOR HEAVY DUTY DIESEL TRUCKS

NOx	238.4 grams per hour
PM <sub>2.5</sub>	1.85 grams per hour
VOC	38.4 grams per hour
CO	88.7 grams per hour
CO <sub>2</sub>	9,095 grams per hour

$132 \times 2.15 = 284$  hours of idling prevented each day

$284 \text{ hours} \times 238.4 = 67,706$  grams of NOx / 454 = 149 pounds of NOx

$284 \text{ hours} \times 1.85 = 525$  grams of PM<sub>2.5</sub> / 454 = 1.2 pounds of PM<sub>2.5</sub>

$284 \text{ hours} \times 38.4 = 10,906$  grams of VOC / 454 = 24 pounds of VOC

$284 \text{ hours} \times 88.7 = 25,191$  grams of CO / 454 = 56 pounds of CO

$284 \text{ hours} \times 9,095 \text{ grams CO}_2 / 454 = 5,689$  pounds of CO<sub>2</sub> / 2000 = 2.8 tons of CO<sub>2</sub>

The Oconomowoc Distribution Center is in operation 363 days a year

$149 \text{ pounds of NOx} \times 363 = 54,087$  pounds / 2000 = **27 tons NOx reduced per year**

$1.2 \text{ pounds of PM}_{2.5} \times 363 = 435.6$  pounds / 2000 = **0.22 ton PM<sub>2.5</sub> reduced year**

$24 \text{ pounds of VOC} \times 363 = 8,712$  pounds / 2000 = **4.4 tons VOC reduced per year**

$56 \text{ pounds of CO} \times 363 = 20,328$  pounds / 2000 = **10.2 tons CO reduced per year**

$2.8 \text{ tons} \times 363 = \mathbf{1,016 \text{ tons of CO}_2 \text{ reduced per year}}$

## EMISSION REDUCTION CALCULATION FOR ROUNDY'S RIDESHARE PROGRAM

The emission factors for passenger vehicles cover all model years and are based on the Southeastern Wisconsin age distribution. The emission factors vary widely based on model year and vehicle type (passenger car or passenger truck)

My metric for rideshare as follows:

2001 SEWRPC travel survey reveals that average home based work trip is 19.6 miles (9.8 X2). Rideshare programs have the potential to reduce vehicle miles traveled (VMT) between 5-15% if information is only provided, 10-30% if parking cash out is provided. I used the 10% as the assumption. 118 people at the Roundy's Oconomowoc Distribution Center are enrolled in the rideshare program.  $118 * 0.10 = 11.8 * 19.6 = 231.3$ . Assuming an enrolled employee commutes to work 230 days per year on average, the miles reduced annually is:  $231.3 * 230 = 53,199$ .

## EMISSION FACTORS FOR PASSENGER VEHICLES

NOx	0.371 grams per mile
PM <sub>2.5</sub>	0.0217 grams per mile
VOC	0.217 grams per mile
CO	3.966 grams per mile
CO <sub>2</sub>	448 grams per mile

$53,199 * 0.371 = \text{grams NOx reduced annually} / 454 = \mathbf{44 \text{ pounds NOx reduced per year}}$   
 $53,199 * 0.0217 = \text{grams PM}_{2.5} \text{ reduced annually} / 454 = \mathbf{2.5 \text{ pounds PM}_{2.5} \text{ reduced per year}}$   
 $53,199 * 0.217 = \text{grams VOC reduced annually} / 454 = \mathbf{25 \text{ pounds VOC reduced per year}}$   
 $53,199 * 3.966 = \text{grams CO reduced annually} / 454 = \mathbf{465 \text{ pounds CO reduced per year}}$   
 $53,199 * 448 = \text{grams CO}_2 \text{ reduced annually} / 454 = \mathbf{52,496 \text{ pounds CO}_2 \text{ reduced per year}}$

### **DIESEL OXIDATION CATALYST (DOC) EMISSION REDUCTION CALCULATION**

All emission factors are annual average emission factors

EMISSION FACTORS FOR LONG HAUL TRUCKS  
(WITHOUT DOC'S FOR MY (2003)

NOx	12.202 grams per mile
PM <sub>2.5</sub>	0.846 grams per mile
VOC	1.079 grams per mile
CO	3.430 grams per mile

Vehicle # 2198 Total miles for CY 2013 = 62,043  
 Vehicle # 7338 Total miles for CY 2013 = 51,318  
 Total miles for HDDV w DOC = 113,361

As provided by USEPA's Diesel Emissions Quantifier, the DOC's are assumed to reduce VOC's by 50%, NOx by 0% and CO by 30% and PM<sub>2.5</sub> by 20%  
 All emission factors are annual average emission factors

$113,361 * 12.202 = 1,383,231 \text{ grams of NOx per year for uncontrolled HDDV}$   
 $113,361 * 0.846 = 95,903 \text{ grams of PM}_{2.5} \text{ per year for uncontrolled HDDV}$   
 $113,361 * 1.079 = 122,317 \text{ grams of VOC per year for uncontrolled HDDV}$   
 $113,361 * 3.430 = 388,828 \text{ grams of CO per year for uncontrolled HDDV}$

$95,903 \text{ grams of PM}_{2.5} * 0.2 = 19,181 / 454 = \mathbf{42 \text{ pounds of PM}_{2.5} \text{ reduced per year}}$   
 $122,317 \text{ grams of VOC} * 0.5 = 61,159 \text{ grams} / 454 = \mathbf{135 \text{ pounds of VOC reduced per year}}$   
 $388,828 \text{ grams of CO} * 0.3 = 116,648 \text{ grams} / 454 = \mathbf{257 \text{ pounds of CO reduced per year}}$

### **COMPRESSED NATURAL GAS (CNG) POTENTIAL EMISSION REDUCTION CALCULATION**

Using MOVES generated Emission Factors for MY 2005 HD Diesel Trucks

$12.193 \text{ g/mile NOx} * 1,861 \text{ miles travelled} = 22,691 / 454 = 50 \text{ pounds NOx}$   
 $0.845 \text{ g/mile PM}_{2.5} * 1,861 \text{ miles travelled} = 1,573 / 454 = 3.5 \text{ pounds PM}_{2.5}$   
 $1.075 \text{ g/mile VOC} * 1,861 \text{ miles travelled} = 2,001 / 454 = 4.4 \text{ pounds VOC}$   
 $3.395 \text{ g/mile CO} * 1,861 \text{ miles travelled} = 6,381 / 454 = 14 \text{ pounds CO}$   
 $2,110 \text{ g/mile CO}_2 * 1,861 \text{ miles travelled} = 3,926,710 / 454 = 8649 \text{ pounds CO}_2$

Using EPA Diesel Emissions Quantifier using MY 2013 CNG Fuel and 363 CNG equivalent gallons

0.002 Short tons of NO<sub>x</sub> or 4 pounds of NO<sub>x</sub>

0.0000 Short tons of PM<sub>2.5</sub> or 0.0 pounds of PM<sub>2.5</sub>

0.0001 Short tons of VOC or 0.2 pounds of VOC

0.0007 Short tons of CO or 1.4 pounds of CO

0.6447 Short tons of CO<sub>2</sub> or 1289 pounds of CO<sub>2</sub>

CNG Heavy Duty Truck Pilot Emission Reductions

**46 pounds of NO<sub>x</sub>**

**3.5 pounds of PM<sub>2.5</sub>**

**4.2 pounds of VOC**

**12.6 pounds of CO**

**7360 pounds of CO<sub>2</sub>**

**Appendix C**

**Roundy's Driver/Unloader  
Responsibilities Oconomowoc  
Distribution Center**

**DRIVER / UNLOADER RESPONSIBILITIES**  
**OCONOMOWOC DISTRIBUTION CENTER**

The Roundy's Oconomowoc Distribution Center is a proud participant in the Wisconsin Department of Natural Resources Green Tier program for Environmental Excellence.

**Our Environmental Policy is:**

Roundy's is committed to managing our products and processes in an environmentally responsible manner by complying with requirements, by preventing pollution, and by improving continually.

- ❖ We will do this through:
- ❖ Top management commitment;
- ❖ Reducing our impact on the environment through pollution prevention;
- ❖ Understanding and complying with environmental requirements;
- ❖ Continuous measurement and improvement of our environmental performance;
- ❖ Setting and achieving environmental goals, objectives and targets.



- This program is designed to minimize the impact of Roundy's operations on the environment.
- **For this reason, NO TRACTOR IDLING is allowed on the premises when the temperature is above 10 degrees Fahrenheit.** The only exception to the "no idle rule" is when the temperature is below 10 degrees Fahrenheit. A short warm up may occur to prevent diesel fuel from gelling and engine startup difficulties.
- **No refer idling while parked at the dock.**
- Failure to comply with the above listed responsibilities will result in the refusal of your load and potential refusal of future deliveries into Roundy's facilities.

**General Rules**

- Dry Goods or Grocery receiving hours are from Midnight – 08:30 am.
- There are no receiving clerks available to receive Perishables or Frozen loads until 4:00 am.
- 20 MPH speed limit in yard.
- **Parking outside the Receiving Building is prohibited. You must park on the Commercial line or at your assigned dock door only.**
- No pets allowed – Pets must remain in the tractor or be taken off of the property.
- Smoking in designated area only.
- Tires must be chocked before unloading.
- It is the drivers' responsibility to unload and break down to Roundy's Ti x Hi configuration. Please resolve this with your dispatcher before backing into the dock.
- If you do not wish to unload, you can hire PLS (unloading service) Roundy's does not regulate fees charged by PLS. The clerk at the check-in window will direct you.
- If you have unacceptable pallets, you will be expected to restack onto good wood.
- Your dock person will show you where to place completed pallets.
- Your dock person may be assigned up to 5 loads at a time. There may be delays while waiting for the dock person. Breaks are posted on the bulletin board in the Receiving office. Your punctuality and patience is greatly appreciated
- During breaks and lunches, for safety reasons you are not allowed to continue working on unattended docks.
- While unloading, or on Roundy's premises, you are required to maintain a professional and business-like manner.
- Any driver or unloader not following these instructions or that creates a disturbance will be reloaded and the load will be rejected.
- Some departments may have special instructions, such as having all weights on the outside of the pallet on variable weight meats.
- Failure to comply with the above listed responsibilities will result in the refusal of your load and potential refusal of future deliveries into Roundy's facilities.

**If you have any questions or concerns, please see a Shipping/Receiving Supervisor inside.**

Thank you in advance for your continued cooperation,  
The Roundy's Management Team (09/07)

KEE TRANS

## Memorandum

### Oconomowoc / Stevens Point Divisions

TO: All Drivers  
CC: All Transportation Supervisors  
DATE:  
RE: Idle Policy

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Below is Roundy's updated idle policy effective immediately.

#### **Refer Units;**

Refer units are to be set at the proper temperature as indicated on your paper work. Refer units are to be set in the auto stop/start mode at all times, unless you are experiencing problems, and you have been directed to do differently by either the shop, or a Supervisor. All units are to be turned off prior to unloading at retail, or loading at a back haul point, unless advised differently by the shop personal, or a Supervisor. Once you empty out at a store, and are not picking up a back haul, or returning product which requires refrigeration, the trailer is to be kept in turned off. You are expected to confirm again that the refer unit is in the off position when you drop it.

When returning to the Distribution Center with a back haul, all loaded trailers are to be dropped in the yard set at the proper temperature as listed on the manufactures BOL.

#### **Tractor Units;**

Tractors are **NOT TO BE IDLED** at any time during the work day. The exceptions to this are, the outside temperature is above 90 or below 20 degrees Fahrenheit, you may idle if you are broken down or at a back haul location where you cannot wait inside that locations facility.

It is acceptable to warm a tractor up in the morning when you start your work day but this time should be kept to a minimum. No tractor is to be idled at any time while making a delivery or picking up a backhaul. Idle time wastes fuel and is hard on equipment. Cool down time is necessary only after a hard pull at high speed such as interstate travel. In most cases, the time required to back into the dock or drop a trailer will provide adequate cool down of the engine.

**Appendix D**

WDNR Green Tier Annual Metrics  
Reporting Spreadsheet