

# NATIONAL IDLING REDUCTION NETWORK NEWS

July 2006



## FUNDING OPPORTUNITIES

### *Blue Sky Collaborative Extends Deadline for Submissions*

The closing date for the U.S. Environmental Protection Agency (EPA) Blue Sky Collaborative solicitation for the Clean School Bus USA program has been extended from Thursday, July 27, 2006, to Tuesday, September 26, 2006. For more information, please go to <http://www.epa.gov/region07/economics/pdf/epa-r7artd-06-008new.pdf>.

### *Pennsylvania Opens New Round of Small Business Advantage Grants*

The Pennsylvania Department of Environmental Protection (DEP) has \$1 million for applicants for its next round of Small Business Advantage Grants. This program is open to small businesses whose business or facility is located in Pennsylvania. It has been extremely popular, with more than \$2 million in awards to 400 recipients since the launch of the program in July 2004. Grants are to be used to help small business owners put equipment or processes in place to enhance energy efficiency or promote pollution prevention. This year, there is \$1 million available for awards, which provide a 50-percent matching grant of up to \$7,500 for equipment or processes. In the past, Pennsylvania trucking companies and independent truckers have used the money to purchase auxiliary power units (APU's). Applications for the Small Business Advantage Grant Program will be accepted through Friday, December 15, 2006. Applications can be downloaded from the DEP website at [www.depweb.state.pa.us](http://www.depweb.state.pa.us), keyword: "SBAdvantage," or by selecting "Small Business Advantage Grant Program" from the Energy Topics dropdown list.

### *2007 Applications Now Being Accepted for Pennsylvania Governor's Award for Environmental Excellence*

The Pennsylvania DEP is now accepting applications for its next round of funding for the Governor's Award for Environmental Excellence. The award is open to any Pennsylvania business, governmental agency, educational institution, nonprofit organization, individual, or farm that has created or participated in the development of a project that promotes environmental stewardship and economic development in the Commonwealth. Eligible projects for the 2007 Award must have been completed between August 1, 2005, and July 31, 2006. The project categories for consideration include, but are not limited to:

- Environmental Technology Innovation
- Pollution Prevention and Resource Efficiency
- Community Revitalization
- Environmental Education and Outreach

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- Watershed Stewardship
- Mine Safety
- Clean Energy Innovations and Environmental Market Development.

The deadline to submit projects is Monday, October 30, 2006. To download an application, please visit DEP at [www.depweb.state.pa.us](http://www.depweb.state.pa.us), and click on "2007 Governor's Award for Environmental Excellence."

### REGULATORY ACTIVITIES

#### *OOIDA Files Comments on 400-Pound APU Weight Exemption*

The Owner-Operator Independent Drivers Association (OOIDA) submitted comments in response to a proposed rulemaking that would allow a 400-pound weight exemption for idle-reduction technologies. The comments are in reference to a Notice of Proposed Rulemaking that appeared in the *Federal Register* on May 1, 2006. Under the proposed provision, a commercial vehicle's maximum gross vehicle weight limit and axle weight limit would be increased by 400 pounds, for the purpose of adding a qualified idle-reduction technology, such as an APU.

OOIDA officials support the exemption, but in their view, some of the wording in the final draft of the rulemaking needs clarification or changing. OOIDA has asked that an APU's weight be certifiable by documentation from either the manufacturer, or from the truck owner if the owner built or installed the equipment him or herself. The comments also said a driver's oral assertion, rather than demonstration or certification, should serve as proof of its ability to function fully at all times, since drivers do not stand to gain anything from carrying a broken APU. OOIDA also asked that language be included that would prevent inspectors from requiring proof of APU certification unless the vehicle is over 80,400 pounds in the first place, to prevent unnecessary ticketing or inspections.

Additionally, OOIDA officials request that APU's weighing more than 400 pounds still be allowed an exemption for up to 400 pounds of their equipment. Under the proposed rulemaking, trucks hauling heavier APU's would not be eligible for the program's benefits, the comments said. By clarifying the rulemaking's certification requirements and weight provisions, OOIDA officials said they are hoping to prevent enforcement ambiguities that could cause problems for drivers during inspections.

Even if the rulemaking is approved, that does not mean it will be in effect nationwide. According to a memo from Federal Highway Administration's (FHWA) Size and Weight Division in November 2005, the exemption is not a Federal mandate because of the way it is worded. It is each State's prerogative to decide whether to honor the additional weight limit. For more information, please see *Land Line*, July 6, 2006, [http://www.landlinemag.com/todays\\_news/Daily/2006/Jul06/070606.htm#2](http://www.landlinemag.com/todays_news/Daily/2006/Jul06/070606.htm#2). Source: Paul Abelson, *Land Line*



### ***Rhode Island Restricts Idling***

On July 10, 2006, Governor Donald Carcieri signed H. 7756, An Act Relating to Health and Safety -- Anti-Idling Act. The new law prohibits operators of both on-road and non-road diesel engines from idling for more than 5 consecutive minutes in any 60-minute period. The measure would give the Rhode Island Department of Environmental Management until July 1, 2007, to develop regulations to limit idling. First-offenders would pay fines not more than \$100, while each subsequent violation would result in fines of not more than \$500 for each succeeding offense. Enforcement would fall to the State and local law enforcement authorities, including, but not limited to, State and local police, parking enforcement personnel, the Rhode Island Department of Environmental Management, and the Rhode Island Department of Motor Vehicles. Among the exemptions is one for APU's. While locomotives are mentioned in this law, it is unclear at this time as to whether their idling is exempted. The text of the law is at <http://www.rilin.state.ri.us/Billtext/BillText06/HouseText06/H7756Aaa.pdf>.

### **MANUFACTURERS' NEWS**

#### ***Delphi Announces Milestone in Development of Fuel Cell APU***

Delphi remains on schedule to bring a solid-oxide fuel cell (SOFC) to market by 2011, according to a recent press release. The company announced that it had met research and development milestones for peak-power performance, peak efficiency, power degradation, and factory cost for the first phase of its three-phase, 10-year joint effort with the U.S. Department of Energy's (DOE) Office of Fossil Energy. The SOFC unit must be powerful and small enough for practical applications, such as APU's for trucks, yet durable enough for years of trouble-free operation, as well as cost-effective to manufacture and for customers to buy.

The company will now begin phase 2 of the project, which will last for 3 years and continue to be cost-shared between Delphi and DOE. This contract will be worth more than \$45 million. Goals of this phase will be to lower factory cost from \$800 per kilowatt to less than \$600, to increase efficiency to 40 percent or more from the phase 1 goal of 35 percent, and to continue to increase power density. Final goals for phase 3 are to deliver a SOFC power system capable of 40 percent or greater efficiency at a factory cost of \$400 per kilowatt. For more information, please see [http://delphi.com/news/pressReleases/pr\\_2006\\_06\\_20\\_001/](http://delphi.com/news/pressReleases/pr_2006_06_20_001/). *Source:* Heather McKee, U.S. Army TARDEC

#### ***Kohler to Manufacture Truck APU's***

Kohler Power Systems will be entering the APU market later this year by offering an air-cooled, 5-kW APU that can be mounted on the side rails of a truck. With dimensions of 27" x 26" x 23" and a weight of under 350 pounds, the APU is one of the smallest and lightest air-cooled generators on the market. It provides 120-volt AC and 50-Amp DC power. According to Kohler, its direct-drive alternator eliminates alternator belts, thereby increasing reliability and reducing maintenance. The oil service interval is 500 hours. For more information, please go to [www.kohlerpowersystems.com/mobile.html](http://www.kohlerpowersystems.com/mobile.html). *Source:* Fleet Owner, [http://fleetowner.com/news/kohler\\_auxiliary\\_power\\_unit\\_071406/](http://fleetowner.com/news/kohler_auxiliary_power_unit_071406/)



## ***Walk-In Truck Market goes Hybrid***

Regulation production of hybrid-electric chassis for walk-in trucks has begun as part of a partnership among chassis manufacturer Workhorse Custom Chassis, component integrator Productive Concept, Inc. (PCI), and Azure Dynamics Corp., a developer and producer of hybrid-electric systems. Production has just begun at the Workhorse and PCI plants in Union City, Indiana, with an initial run of 19 hybrid electric chassis. Forty more hybrid chassis are expected to be produced by the end of the year. The hybrid electric engine option represents a new power train choice for many walk-in truck customers who are faced with rising fuel and maintenance costs. For more information, please see [http://www.fleet-central.com/af/t\\_inside.cfm?action=news\\_pick&storyID=24287](http://www.fleet-central.com/af/t_inside.cfm?action=news_pick&storyID=24287).

## **SCHOOL BUSES**

### ***Arizona Scores with School Bus Idle Reduction Program***

The Clean Cities Coalitions of Arizona (Valley of the Sun and Tucson Regional) have teamed with the Arizona Department of Environmental Quality (ADEQ) in implementing a successful Statewide School Bus Idle Reduction Program. To date, over one-half of the school districts in Arizona have signed on. Those participating school districts were honored at a Clean Cities sponsored legislative breakfast held on the lawn of the Arizona State Capitol entitled "Arizona's Road to Clean Air and Energy Security." Steve Owens, Director of ADEQ was one of the featured speakers at the event. Both Clean Cities and ADEQ are pitching in to repeat the program next year, with the goal of including a student poster contest as a part of the event. For more information, please contact Bill Schaeffer, Valley of the Sun Clean Cities Coalition, at [bill@cleanairaz.org](mailto:bill@cleanairaz.org) or Colleen Crowninshield, Tucson Regional Clean Cities Coalition, at [ccrowninshield@pagnet.org](mailto:ccrowninshield@pagnet.org). *Source:* Bill Schaeffer, Valley of the Sun Clean Cities

### ***Hybrid School Buses Set to Roll Out this Fall***

This school year, 11 States will be putting hybrid school buses into service. Advanced Energy, a Raleigh, North Carolina-based, nonprofit corporation, initiated a buyers' consortium of school districts, State energy offices, and student transportation providers through its Plug-In Hybrid Electric School Bus Project. The participating States are: Arkansas, California, Florida, Iowa, New York, North Carolina, Pennsylvania, South Carolina, Texas, Virginia, and Washington.

After issuing a nationwide Request for Proposals (RFP's) for hybrid school buses in June 2006, Advanced Energy made an announcement on July 25, 2005, at the 13th Annual School Transportation News Expo that IC Corporation, the Nation's largest school bus manufacturer, had won the bid and will provide up to 19 hybrid school buses to those 11 States.

Funding to support Advanced Energy's initiative has come from North Carolina's electric utilities (Duke Power, Progress Energy, Dominion North Carolina Power, and North Carolina electric cooperatives) and the North Carolina Energy Office. Advanced Energy is also welcoming additional funding at the State and private level to expand this program to more school districts and other States. More information about the program can be found at <http://www.hybridschoolbus.org>.

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## NEWS ABOUT PORTS

### *POLB and POLA Propose New Clean Air Plan*

The Ports of Long Beach and Los Angeles released the San Pedro Bay Ports Clean Air Action Plan, a sweeping plan aimed at significantly reducing the health risks posed by air pollution from port-related ships, trains, trucks, terminal equipment, and harbor craft. The "San Pedro Bay Ports Clean Air Action Plan," released in draft for public review and comments on June 28, 2006, was created with the cooperation and participation of the staff of the South Coast Air Quality Management District, California Air Resources Board, and U.S. Environmental Protection Agency.

One recommendation calls for all major container cargo and cruise ship terminals at the ports to be equipped with shore-side electricity within 5-10 years so that vessels at berth can shut down their diesel-powered auxiliary engines. Another would require that within 5 years, all switching locomotives operating in the Ports will meet the toughest EPA standards for new locomotives, use cleaner fuel, and exhaust treatment and devices that will automatically shut off engines to prevent extensive idling.

The Plan is currently being finalized, based upon comments received during the public comment period. The final Plan is anticipated for adoption by each port's Board of Harbor Commissioners in late October or early November. For more information, please go to [http://www.polb.com/environment/air\\_quality/clean\\_air\\_action\\_plan.asp](http://www.polb.com/environment/air_quality/clean_air_action_plan.asp).

### *PierPass a Success at its 1<sup>st</sup> Anniversary*

Officials with PierPASS Inc.'s off-peak truck reduction program at the Ports of Long Beach and Los Angeles celebrated its first year of operation, saying the program has been able to divert about 2.5 million truck trips from daytime traffic. The program was launched July 23, 2005, and opened up the ports to process cargo from 6 p.m. to 3 a.m. Monday through Thursday and 8 a.m. to 6 p.m. on Saturdays. PierPASS provided economic incentives to use the off-peak gate hours, and trucks that use the ports during peak daytime traffic hours are charged traffic mitigation fees. An average of 60,000 truck trips per week are being funneled out of daytime freeway traffic patterns, reducing road congestion near the ports and helping cut into pollution caused when the trucks are forced to idle. For more information, please go to [http://www.pierpass.org/press\\_room/releases/?id=38](http://www.pierpass.org/press_room/releases/?id=38).

## TRUCK STOP ELECTRIFICATION

### *IdleAire Marks 7 Million Customer Milestone*

IdleAire passed 7 million hours of cumulative service to the Nation's fleets and drivers on July 10, 2006. That translates into over 74,000 metric tons of diesel emissions eliminated and 7 million gallons of fuel conserved. A company executive noted that the reason for the company's increased growth is that companies are directing their drivers to IdleAire sites as the sites are becoming more and more accessible along key freight corridors. IdleAire plans to build a total of approximately 210 new locations by the second quarter of 2007. Source: [http://www.idleaire.com/newsroom/releases/07\\_12\\_2006.jsp](http://www.idleaire.com/newsroom/releases/07_12_2006.jsp)



### ***5-Year IdleAire Pilot Ends at 2 NY Thruway Sites***

The Albany *Times-Union* reports that IdleAire installations at two New York Thruway service plazas are closing. The installation of hookups was a cooperative venture among the New York State Thruway Authority, Niagara Mohawk Power Corp., and the New York State Energy Research and Development Authority (NYSERDA), which split the \$581,000 cost with IdleAire. While all participants agreed that the 5-year pilot program was a success and it did help the environment, IdleAire officials are now concentrating their efforts at larger private truck stops where long-haul drivers spend more time and are more likely to want the service. IdleAire has not ruled out serving trucks stops elsewhere in upstate New York. For more information, please go to

<http://www.timesunion.com/AspStories/story.asp?storyID=501996&category=REION&newsdate=7/23/2006&TextPage=2>.

Source: Joe Tario, NYSERDA

### **OTHER NEWS OF INTEREST**

#### ***EPA Unveils Hydraulic Hybrid, Begins Road Trip***

In Washington, D.C., on June 21, 2006, EPA unveiled the world's first hydraulic hybrid delivery truck. Technology development partners of this demonstration vehicle include Eaton Corporation, UPS, International Truck and Engine Corporation, U.S. Army National Automotive Center, Morgan-Olson, FEV Engine Technology, and Southwest Research Institute. The UPS van then began a road trip to several cities around the United States, including Boston, Dallas, New York City, Philadelphia, and Portland, Maine.

This hybrid features a hydraulic drivetrain that replaces a conventional drivetrain and eliminates the need for a conventional transmission. By achieving 70-percent better fuel efficiency in urban driving and 40-percent lower CO<sub>2</sub> greenhouse gas emissions, this vehicle demonstrates the highest efficiency powertrain known. A fleet owner operating one of these high-efficiency hydraulic vehicles would save up to 1,000 gallons of fuel each year. EPA estimates that over the lifespan of the vehicle the net savings based on lowered fuel consumption and lowered brake maintenance cost to be over \$50,000. For more information, please go to <http://www.epa.gov/otaq/technology/recentdevelopments.htm>.

#### ***Oregon SIB Used to Fund SmartWay Upgrade Kits***

At a June 22, 2006, EPA SmartWay press event held in Portland, Oregon, Governor Ted Kulongoski announced funding from its State Infrastructure Bank (SIB) and support for a new initiative that will reduce diesel emissions along the I-5 corridor on the West Coast. In partnership with the U.S. Department of Transportation (DOT), EPA, the U. S. Department of Energy (DOE), the West Coast Diesel Collaborative, the trucking industry, and Cascade Sierra Solutions, Oregon's Departments of Transportation and Energy have committed a total of \$5 million (\$3 million from the SIB and \$2 million from the Oregon Department of Energy). This application of SIB funds is truly unique, as SIB funds are typically expended on traditional surface transportation projects, such as highway and bridge construction. The Oregon Department of Energy is also offering a 35-percent tax credit for the Upgrade Kits.

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Cascade Sierra Solutions, a recently established non-profit organization, will be responsible for deploying the SmartWay Upgrade Kits, which include:

- Engine idle-reduction technology, such as an APU, direct-fired heater, or truck-stop electrification
- Low rolling resistance tires
- Improved aerodynamics for tractors and trailers
- Exhaust aftertreatment devices, such as oxidation catalysts and particulate filters.

Because of the fuel savings, upfront capital costs of SmartWay kits are generally paid back within 1-3 years. In addition to the short payback period, if a loan is needed to purchase an upgrade kit, the monthly fuel savings exceed the monthly loan payments, thus increasing profits from the first day companies use the kits.

This marks the first deployment of SmartWay Upgrade Kits and innovative financing along a major transportation corridor. The DOT, EPA, and DOE intend to work together with State and local governments, non-profits, and State trucking associations in an effort to replicate this deployment strategy around the country. More information can be found at <http://www.fhwa.dot.gov/innovativefinance/index.htm>, <http://www.epa.gov/smartway>, <http://www.westcoastcollaborative.org>, and <http://www.cascadesierrasolutions.org>. *Source:* Diane Turchetta, FHWA

### ***Canadian Trucking Alliance Calls for APU's in Proposed Made-in-Canada Clean Air Act***

The Canadian Trucking Alliance (CTA), a federation of Canada's provincial trucking associations representing more than 4,500 trucking companies, unveiled a 14-point action plan on June 29, 2006, to drastically reduce smog and greenhouse gas (GHG) emissions in the freight transportation sector. The proposed measures, contained in a document entitled "Trucking & a Made-in-Canada Clean Air Act," would, according to CTA, have the equivalent impact in terms of air quality and GHG of removing over 200,000 heavy trucks from Canadian roads.

The plan calls not only for tax incentives but also other measures to reduce emissions and improve fuel economy. It proposes increasing the installation of APU's to reduce truck idling. Specific recommendations in this area call for (1) reinstating the Natural Resources Canada rebate program for truck idling-reduction technology and increasing the amount of the rebate from 19 percent to 50 percent and (2) encouraging an agreement whereby all provinces and territories would grant a 181-kg (400-lb) weight exemption for trucks equipped with an APU. To read the press release and the report, please go to [http://www.cantruck.com/news/news/2006/ctapr\\_2006\\_06\\_30\\_110544\\_i.php3](http://www.cantruck.com/news/news/2006/ctapr_2006_06_30_110544_i.php3) and <http://www.cantruck.com/news/news/2006/pdf/CTA-CleanAirAct-GHG-Smog-TruckingPlan-Canada-Final.pdf>

### ***DOE Seeks Input on Idling Reduction Education***

As part of its ongoing efforts to educate truckers about the benefits of idling reduction, DOE's Argonne National Laboratory has prepared a worksheet to enable truck owners to estimate their savings and payback when using idling reduction equipment. Argonne would like potential users to try it and make any suggestions about how to make

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the worksheet easier to use and more meaningful to truck operators. The worksheet is valid for on-board equipment ranging from generators and APU's to fuel-fired heaters and battery-powered air-conditioners, and is also applicable to truck stop electrification. It allows owners to compare savings from alternative devices.

The worksheet can be found at <http://www.transportation.anl.gov/pdfs/EE/361.pdf>. Please send any comments about the worksheet to Dr. Linda Gaines at Argonne ([lgaines@anl.gov](mailto:lgaines@anl.gov)).

### ***More Hybrid Transit Buses to be Put into Service***

Several transit districts throughout the country have recently put hybrid-electric buses into revenue service, including Albany and Westchester County, New York; Baltimore, Maryland; and San Francisco, California. Information on costs, rationale, fuel savings, and environmental benefits can be found at <http://www.eesi.org>, <http://www.dcbusna.com>, <http://www.baesystems.com>, [http://westchester.com/Westchester\\_News/Westchester\\_Traffic\\_News/Westchester\\_Puts\\_First\\_'Green'\\_Buses\\_In\\_Service\\_200607206743.html](http://westchester.com/Westchester_News/Westchester_Traffic_News/Westchester_Puts_First_'Green'_Buses_In_Service_200607206743.html), and [http://fleetowner.com/news/topstory/senator\\_hilary\\_clinton\\_westchester\\_daimlerchrysler\\_orion\\_hybrid\\_bus\\_transit\\_071806/](http://fleetowner.com/news/topstory/senator_hilary_clinton_westchester_daimlerchrysler_orion_hybrid_bus_transit_071806/).

### ***UPS Avoids Left Turns to Conserve Fuel, Reduce Idling***

*Land Line* reports that UPS is using navigation and route-planning software that minimizes the number of left turns drivers are supposed to make. This reduces idling at red lights where right-turn-on-red is allowed. The company states that right turns take less time and use less fuel than left turns. While seemingly a small action individually, for a fleet the size of UPS – 88,000 vehicles – little things do add up. For more information, please see *Land Line*, July 17, 2006, [http://www.landlinemag.com/todays\\_news/Daily/2006/Jul06/071706.htm#5](http://www.landlinemag.com/todays_news/Daily/2006/Jul06/071706.htm#5).

### ***New URL for Back Issues of National Idling Reduction Network News***

If you are a new subscriber or have misplaced an issue of this newsletter, all issues are now located at [http://www1.eere.energy.gov/vehiclesandfuels/resources/fcvt\\_national\\_idling.html](http://www1.eere.energy.gov/vehiclesandfuels/resources/fcvt_national_idling.html). Please update your bookmarks accordingly.

### ***Summary of State Anti-Idling Regulations***

The most up-to-date lists of anti-idling regulations in States and municipalities are available at <http://www.atri-online.org/2005.ATRI.IdlingCompendium.pdf> and <http://www.epa.gov/smartway/documents/420b06004.pdf>. If your State or municipality has changed anything listed here or if it is in error, please let us know, and we'll make sure to inform our readership. This newsletter is also a place to let people know that you are thinking of adding or changing regulations and are soliciting comments.

### ***Incentives and Funding Opportunities for Idling Reduction Projects***

The U.S. Department of Energy's Clean Cities program provides a listing of Federal and State programs that offer incentives and funding for idling reduction projects. Further

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information can be found at <http://www.eere.energy.gov/cleancities/idle/incentives.html>. Please let us know if the information needs to be changed or updated.

The West Coast Diesel Collaborative has a comprehensive listing of grant and loan programs available from many States to purchase or apply for a loan for on-board idling reduction equipment. For the listing of these programs, please go to <http://www.westcoastdiesel.org/programs.htm>.

### **Clean Cities Web Site Now Offers TSE Locator**

The DOE Clean Cities web site now displays the locations of public truck stops that have idling reduction facilities for heavy-duty trucks. These facilities are available in 11 States (Alabama, Arkansas, California, Georgia, Maryland, North Carolina, New Jersey, New York, South Carolina, Tennessee, and Texas). Both IdleAire and Shurepower installations are listed in this locator. For more information, please go to [http://www.eere.energy.gov/cleancities/idle/station\\_locator.html](http://www.eere.energy.gov/cleancities/idle/station_locator.html).

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