U.S. Department of Energy
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NATIONAL IDLING REDUCTION NETWORK NEWS

June 2007

SOLICITATIONS FOR FUNDING AND AWARDS

Organization	Project	Funding	Deadline	Website
New Jersey Department of Environmental Protection	New Jersey Truckers Challenge	$750,000	Rolling deadline until funds are fully awarded	http://www.njmta.org/images/pages/Grant_Pre_Approval_Application.pdf
Pittsburgh Public Schools, the Heinz Endowments, Clean Water Action, Group Against Smog and Pollution, and the Clean Air Task Force	Pittsburgh Healthy School Bus Fund	$500,000	Rolling deadline until funds are fully awarded	http://www.dieselretrofitrebate.org
U.S. Environmental Protection Agency (EPA) Regions 1 and 2	Northeast Diesel Collaborative Emissions Reduction Grants	~$1.7 million	July 31, 2007	http://www.epa.gov/region02/grants/nedc_rfp_final_060707.pdf
EPA Region 4	Clean School Bus USA	$680,000	August 3, 2007	http://www.grants.gov/search/search.do?mode=VIEW&oppId=14523
U.S. Department of Energy (DOE)	Clean Energy & Air Quality Integration	$500,000	August 7, 2007	http://www.grants.gov/search/search.do?oppId=14418&mode=VIEW
EPA Regions 9 and 10	West Coast Collaborative and Clean School Bus USA	$1,379,400	August 20, 2007	http://yosemite.epa.gov/R10/AIRPAGE.NSF/webpage/Clean+School+Bus or http://www.epa.gov/region10/cleanschoolbus.html

Organization	Project	Funding	Deadline	Website
EPA HQ	Mobile Source Outreach Assistance Competition	$557,000	August 31, 2007	http://www.grants.gov/search/search.do?mode=VIEW&oppId=14555
EPA Region 5	Midwest Clean Diesel Leadership Awards	N/A	September 1, 2007	http://www.epa.gov/midwestcleandiesel/leadershipgroup/lgawards.html
Ohio EPA	Clean Diesel School Bus Fund	<$1 million	September 1, 2007	http://www.epa.state.oh.us/oeef/html/schoolbus
EPA	SmartWay Transport Partnership Affiliate Challenge	N/A	September 12, 2007	http://www.epa.gov/smartway/documents/420f07034.htm
EPA Region 5	Midwest Clean Diesel Collaborative	$300,000	September 18, 2007	http://www.epa.gov/midwestcleandiesel
EPA Region 6	Clean School Bus USA	$1.36 million	September 21, 2007	http://blueskyways.org/Funding/bsc_csb_FY07.htm
New York State Energy Research and Development Authority (NYSERDA)	Round 2 of PON 1143, Advanced Transportation Technologies	<$4 million	September 27, 2007	http://www.nyserda.org/funding/funding.asp?i=2 and search for PON 1143
Society of Automotive Engineers	Environmental Excellence in Transportation (E2T) Award	N/A	October 15, 2007	http://www.sae.org/news/awards/list/e2t/

UPCOMING MEETINGS AND EVENTS

Meeting	Location	Date	Website or Contact
Nevada Department of Transportation (NDOT) and Regional Transportation Commission of Southern Nevada “Reduce Idling – Breathe Easier” Public Lecture	Las Vegas, Nevada	July 25, August 29, November 14, 2007	Pat Mohn, NDOT, pmohn@dot.state.nv.us, (775) 888-7693

Meeting	Location	Date	Website or Contact
CARB Chair's Seminar Series: Regional Commercial Marine Vessel Inventories and Forecasts	Sacramento, California	July 26, 2007	http://www.arb.ca.gov/research/seminars/corbett2/corbett2.htm
CARB Board Meeting	Sacramento, California	July 26-27, 2007	http://www.arb.ca.gov/board/ma/2007/ma072607.htm
DOE Diesel Engine-Efficiency and Emissions Research Conference	Detroit, Michigan	August 12 -16, 2007	http://www1.eere.energy.gov/vehiclesandfuels/resources/conferences/deer/index.html
CARB Economic and Technology Advancement Advisory Committee	Sacramento, California	August 14, 2007	http://www.arb.ca.gov/cc/081407pubmeet/081407pubmeet.htm
Hybrid Truck Users Forum	Seattle, Washington	September 19-21, 2007	http://www.htuf.org
California Air Pollution Control Officers Association	Carson, California	September 19-20, 2007	http://www.capcoa.org/healthconference.php
National Center for Vehicle Emissions Control and Safety 23d Annual Clean Air Conference	Breckenridge, Colorado	September 24-27, 2007	http://ncvecs.colostate.edu/cac.docs/cac23/CAC23_announce.html
South Coast Air Quality Management District Southern California Clean Vehicle Technology Expo	Ontario, California	October 16-17, 2007	http://www.cleanvehicleexpo.com
Society of Automotive Engineers Commercial Vehicle Engineering Congress	Rosemont, Illinois	October 30 – November 1, 2007	http://www.sae.org/cve

PRESENTATIONS FROM MEETINGS

Meeting	Location	Date	Website or Contact
CARB Shore Power Workgroup Meeting	Long Beach, California	June 1 and 12, 2007	http://www.arb.ca.gov/ports/shorepower/shorepower.htm
CARB Transport Refrigeration Unit Airborne Toxic Control Measure Workshop	Sacramento, California	June 14, 2007	http://www.arb.ca.gov/diesel/tru/documents/slides6_14_07.pdf
EPA/Massachusetts Motor Transportation Association Fuel-Saving Equipment Showcase	Marlborough, Massachusetts	June 15-16, 2007	http://www.northeastdiesel.org/freight.htm#smartway
CARB In-Use Off-Road Diesel Vehicle Regulation Cost Workshop	Sacramento, California	June 18, 2007	http://www.arb.ca.gov/msprog/ordiesel/meetings.htm
CARB Commercial Harbor Craft Public Workshop	Los Angeles, California	June 27, 2007	http://www.arb.ca.gov/ports/marinevess/presentations.htm#062707

REGULATORY NEWS

Texas Governor Vetoes School Bus Anti-Idling Bill

HB 3457, "Relating to a school bus idling near a public school or school event", was vetoed by Texas Governor Rick Perry because of his concern "that schools would have a difficult time enforcing this law with regard to the provision prohibiting a school bus engine from idling for more than the *minimum time necessary to heat or cool the bus before departure*." He also noted that schools should focus on more pressing issues, such as teaching a standards-based curriculum, providing free lunches to low-income students, and providing extracurricular activities. More information can be found at http://www.governor.state.tx.us/divisions/press/bills/veto_statements/message-hb3457.

New Jersey Weighs Penalties to Reduce Idling At Ports

Port terminal operators would be subject to a fine if drayage trucks are idling or queuing more than 30 minutes before loading or off-loading container cargo. If S2217 is passed and signed by the Governor, fines would be $250, and each delayed truck would be a separate violation. If terminal operators attempted to circumvent the requirements of this bill by diverting a truck to area roadways, other staging areas, or forcing it to wait inside the gate, then the operators would face a $750 fine. The bill would exempt terminals that maintain a fully staffed gate 2 hours before and after peak commuter hours in the morning and afternoon at least 5 days a week. The bill is currently in the Senate Transportation Committee. More information is available at http://www.landlinemag.com/todays_news/Daily/2007/Jul07/070207/070607-04.htm and http://www.njleg.state.nj.us/bills/BillsByNumber.asp (insert "2217" into the search box).

Pennsylvania Considers Statewide Limit on Idling

Anti-idling rules are currently in place only in Pennsylvania only in Allegheny County and the City of Philadelphia. However, the Pennsylvania General Assembly is considering a bill that would apply everywhere in the Commonwealth where diesel-powered vehicles load, unload, or park.

HB 1113, the Restrictions on Idling Act, would limit idling of diesel-powered vehicles to no more than 5 minutes in any 60-minute period unless the vehicle were equipped with an auxiliary power unit (APU), a generator set, or other mobile idling reduction technology. Trucks could idle for up to 20 minutes in any 60-minute period when temperatures are colder than 40ºF or hotter than 80ºF. Drivers resting or sleeping are some of the exemptions. Diesel-powered vehicles used for transportation of people would be allowed to idle for up to 10 minutes to allow for boarding of passengers and their comfort when they are on board.

The bill has been in the House Transportation Committee since April 18, 2007. More information can be found at http://www.landlinemag.com/todays_news/Daily/2007/Jun07/062507/062507-01.htm and http://www.legis.state.pa.us/cfdocs/billinfo/billinfo.cfm?syear=2007&sind=0&body=H&type=B&BN=1113.

Massachusetts Looks to Update Idling Legislation

H866, An Act Relative to Reducing Emissions from Idling Vehicles, would change the current law and add more exemptions, such as allowing idling for truck drivers while sleeping or resting, employing an APU or like device, power-takeoff devices, or cargo refrigeration. Idling would be limited to 5 minutes in any 60-minute period, except for passenger transportation, where the limits would be 15 minutes in

any 60-minute period. Fines would be a minimum of $100, with subsequent offenses resulting in fines of up to $500.

Should legislation be enacted to provide for State financial assistance programs to purchase APU's, then some of these exemptions and time periods would expire 5 years of the date of enactment. The bill is currently in the Joint Environment, Natural Resources, and Agriculture Committee. Further information is available at http://www.landlinemag.com/todays_news/Daily/2007/Jun07/062507/062507-01.htm and http://www.mass.gov/legis/hbillsrch.htm (plug in "866" into the search box).

California Anti-Idling Law Kicks in January 1

California will forego its current 5-minute idling limit for sleeper berths starting January 1, 2008. On that date, the law will apply to all trucks over 10,000 pounds, regardless of model year. Violators may be fined up to $1,000 per day and may face possible criminal charges.

To address the need for cab comfort, CARB recommends that truckers adopt battery-powered APU's, fuel-fired heaters (see article on Espar on page 10), or use electrified parking spaces at truck stops and other locations. Diesel-powered APU's must meet additional emission standards on 2007-model year trucks and also cannot operate within 100 feet of a residential area or schools. More information is available at http://www.arb.ca.gov/msprog/cabcomfort/cabcomfort.htm and http://www.todaystrucking.com/news.cfm?intDocID=18152.

NEW REPORTS OF INTEREST

Source	Title	Website or Contact
CARB	*Annual Report of Enforcement Activities for 2006*	http://www.arb.ca.gov/enf/reports/06enfrpt.pdf
The Council of the City of New York	*Idling Buses: Exhausting Our Health*	http://home2.nyc.gov/html/records/pdf/govpub/760busidling.pdf
EPA	*Characterization of Fine Particle and Gaseous Emissions during School Bus Idling*	http://pubs3.acs.org/acs/journals/doilookup?in_doi=10.1021/es0625024

SCHOOL BUSES

EPA Study Supports Stopping and Restarting School Buses to Reduce Emissions

According to a press release from EPA Region 2, the agency has completed a study of school bus exhaust levels when the buses were parked but idling. The study's investigators calculated the benefits from turning off the engines for various periods, restarting them, and then departing quickly without an extended period of idling. The study concluded that idling for more than 3 minutes generates more pollution than stopping and re-starting the engine, debunking a widely held belief of some drivers. By turning off the engine, carbon monoxide, particulate matter (PM), nitrogen oxide, and carbon dioxide, a greenhouse gas, are reduced.

EPA measured the pollution from six buses owned and operated by the Katonah-Lewisboro School District of New York. The level of pollution from buses that idled for more than 3 minutes was 66 percent higher in PM than pollution generated from shutting off the buses and then re-starting them. Due to the longevity of diesel engines, it is estimated that about one-third of all diesel school buses now in service were built before 1990. Older buses are not equipped with today's pollution controls or safety features and are estimated to emit as much as six times more pollution as the new buses that were built starting in 2004, and as much as 60 times more pollution as buses that meet the 2007 diesel standards. There are steps that school bus operators can take now to reduce pollution levels including idling reduction programs, anti-caravanning practices, ensuring proper maintenance of engines, and replacing and retrofitting older buses. More information is available at http://yosemite.epa.gov/opa/admpress.nsf/cafbebb41895f4a9852572a000657b5c/b46195ea25bc1552852572e20052c3b7!OpenDocument, http://www.sciencedaily.com/releases/2007/06/070625093623.htm, and http://pubs3.acs.org/acs/journals/doilookup?in_doi=10.1021/es0625024.

NEWS ABOUT PORTS

Major Japanese Carrier to Use Shore Power at POLB

"K" Line, one of the world's largest ocean carriers, will soon begin to use electricity to power its diesel ships while they are docked at the Port of Long Beach (POLB), California. The shipper has the option to use shore power or an alternative power source that results in equal emission reductions. However, port engineers have not yet fully wired the complex for dockside electricity so K-Line will have until the summer of 2008 to plug in.

The company has nearly completed the retrofits of five vessels – the *Chicago Bridge*, *Rotterdam Bridge*, *Genoa Bridge*, *Shanghai Bridge*, and *Long Beach Bridge* – in order to plug into shore-side electricity at

POLB and improve air quality. K Line specializes in vessel, ocean terminal, and double-stack train operations and movement for containerized, car carrier, bulk, and energy cargoes.

Industry estimates put ship conversion costs at a minimum of $150,000-$500,000 per vessel, and electricity costs can run in the thousands of dollars per visit. In the Port of Los Angeles, it took a multimillion-dollar environmental lawsuit before one carrier agreed to plug in its ships. The cost of shore-side power infrastructure in Long Beach is estimated at more than $10 million per berth; as a result, many shippers and terminal operators have been looking for a cheaper alternative.

The Port and K Line agreed to an historic "green" lease agreement last year that will transform K Line's International Transportation Service (ITS) facility, one of POLB's largest container terminals, into the most environmentally friendly facility at the Port. Guided by the Green Port Policy environmental ethic, the Port is planning more than $600 million in improvements to the ITS facility, including the construction of a new deep-water berth powered with shore-side electricity to be ready next year.

Separately, Port customers Matson Shipping and British Petroleum have also agreed to cold-iron in the future. More information is at http://www.presstelegram.com/business/ci_6117922 and http://www.polb.com/civica/press/display.asp?layout=1&Entry=67.

MANUFACTURERS' NEWS

More Idling Reduction Devices Now Available for Heavy-Duty, Long-Haul Trucks

Regulations and high fuel prices are some of the factors behind more and different types of idling reduction devices being offered by manufacturers to increase cab comfort in heavy-duty, long-haul trucks. Some are auxiliary power units (APU's) that provide heating and cooling along with generating electricity to power laptop computers, refrigerators, and microwaves. Other devices use battery power to keep the cab temperature at comfortable level. Below is a summary of all the news that has come our way over the past few months:

Video of Kenworth Clean Power™ System Now Available. Kenworth has recently unveiled its Clean Power no-idle system that uses dedicated, deep-cycle batteries to power a thermal storage cooler offering 21,000 Btu's of cooling. A 4-minute video shows how, after the truck is shut off, a thermostat kicks in to regulate the desired temperature in the cabin. A variable-speed fan circulates chilled air in the bunk area. Kenworth claims that when the outside temperature is as high as 95ºF, the cab can stay cool for up to 10 hours. In cold weather, a small thermostatically controlled diesel-fired heater comes into play. Computers and small appliances can be powered by a 110-V system, which can also accept shore power connections. The company also states that savings of up to 8 percent on fuel are possible with this system. The video is available at http://www.kenworth.com under "Clean Power Technology Tour" on the right side of the home page.

Truckers Like "Bling," Too. For those truckers for whom there can never be too much chrome, Carrier Transicold now offers aftermarket kits for its ComfortPro™ APU and transport refrigeration unit (TRU). The kits come in a smooth chrome finish and a diamond-plate finish and can be quickly installed. The TRU covers for the X2-Series are white with black grill and trim, but they are also available with chrome latches and a bright chrome grill. More information is available at http://www.trucktrailer.carrier.com/generic/0,2804,CLI1_DIV7_ETI9198,00.html, and go to "News and ExtraMile" on the left side of the screen.

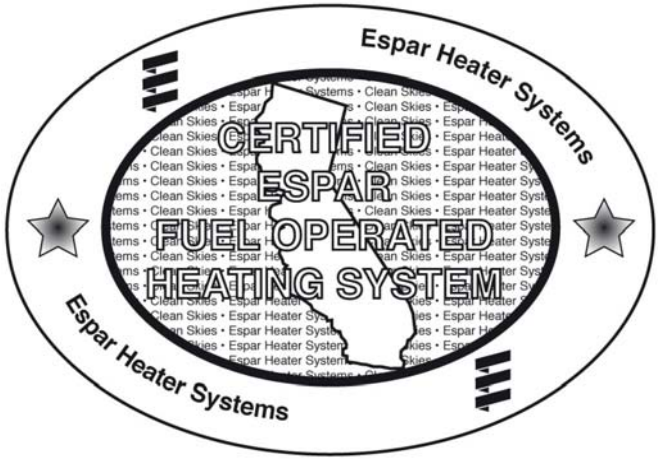
DC Power Launches New Air-Conditioner. DC Power Solutions says its roof-mounted 12- and 24-V DC Flex-Cool split unit is the latest addition to its offering of DC-powered air-conditioners. This high-efficiency split unit provides cooling from 5,800 to 11,500 Btu/hr, without idling an engine. The Flex-Cool technology uses the truck's starting or auxiliary batteries to power the air-conditioner, employing a battery monitor and control to prevent discharging below the voltage required to start the engine. The air-conditioner is said to provide significant savings in fuel and maintenance costs, along with reductions in engine wear. The DC Flex-Cool can also be used for cooling while driving, reducing the engine load and providing further fuel savings. Please see http://www.dcpowersales.com/news.htm for more information.

Belts and Pulleys are Hallmark of CabRunner Integrated Power System. The CabRunner System is integrated with the truck's existing accessory system to provide heat, air-conditioning, lighting, and power for the tractor and trailer. It also keeps the main engine ready for an easy startup. The system uses a diesel engine to drive a slightly modified Accessory Belt Drive System (ABDS), which drives all the truck's accessories when the truck engine is not running. This is accomplished by an innovative pulley design that allows either the CabRunner system or the truck engine to operate the ABDS. On the highway, the truck engine is in control. In the parking lot, the CabRunner system takes over. The company claims diesel fuel savings of up to 60 percent compared to idling, and accessories can be operated using in-cab controls. More information is available at http://www.gates.com/brochure.cfm?brochure=5189&location_id=534.

Willis Claims Best Cooling on the Planet. The Willis APU (please see http://www.willisapu.com), according to the company, offers cab cooling to 100ºF and above. It uses a 3-cylinder Kubota engine to run the APU and has an integrated alternator, heat exchanger, and air-conditioning compressor. The APU also uses about an average of 1 pint/hour of diesel fuel in the normal heating mode and an average of over 1 quart/hour of diesel fuel during air-conditioning mode, as compared to 1.0-1.2 gallons/hour when idling the main tractor engine.

Espar Earns 2008 CARB Certification

As of January 1, 2008, all fuel-fired heaters (bunk heaters and engine pre-heaters) in diesel commercial vehicles will have to meet stringent new emission standards in California. CARB's Ultra Low Emission Vehicle (ULEV) II regulations go into effect at that time, and as a result, all diesel-powered commercial vehicles –regardless of model year -- weighing more than 10,000 pounds will not be allowed to idle for more than 5 minutes in the State of California. The regulation applies to exhaust emissions from cabin comfort devices, such as heaters and APU's. These vehicles must be equipped with an automatic shut-down device that kicks in after 5 minutes of idling. Fines could be $1,000 per day from the California Department of Transportation and Highway Patrol, violators could face criminal charges, and no idling could be done within 100 feet of a residence. APU's would have to meet the same emission requirements as engines manufactured starting with the 2007 model year, a tough technical challenge. Idling is acceptable only when the truck is stuck in traffic or immobile due to adverse weather, is being inspected or serviced, or is operating a power take-off device. CARB's position is that truckers should have battery-powered APU's, fuel-fired heaters, or use electrified parking spaces at truck stops or other locations where such equipment is installed.



Espar has announced that it is the first manufacturer to meet the certification requirements for three models of its heaters: the Airtronic D2, a small bunk heater; Airtronic D4, a large bunk heater; and the Hydronic 5, and engine pre-heater. These heaters will be shipped with two stickers to show compliance: one for the driver and one on the equipment itself. More information is available at http://www.todaystrucking.com/news.cfm?intDocID=18152, http://www.todaystrucking.com/news.cfm?intDocID=18071, and http://www.fleetowner.com/news/espar-heater-systems-carb-0618/index.html.

Trucker-Invented APU Now Available Only on Mack Trucks

Robert Jordan, a long-haul trucker, used his time on the road to devise a system that could keep in comfortable no matter what the weather, without the need to idle. His Idle Free Hybrid System, which is now available on Mack Trucks, uses absorbed glass mat (AGM) batteries to provide stored electrical power for heating, air-conditioning, and appliances. The five batteries are stored under the bunk in the sleeper compartment, and can be recharged by the truck's alternator when the engine is running, connected to shore power, or through a connection to the reefer unit for tractors hauling refrigerated loads. When the truck is parked, the driver can use either shore power or battery power to maintain cab comfort.

The Idle Free Hybrid System uses a Xantrex Prosine 2,000-W inverter/charger to control and regulate electrical power, as well as to charge the Idle Free batteries and the truck's batteries. The Odyssey AGM 31 batteries can run the air-conditioner for 10 hours when the outside air temperature is 90ºF. Mack's complete climate control package includes a Webasto diesel-fired heater and a Dometic HVAC unit. The total weight of the system, including five batteries, inverter, HVAC, and controls is 370 pounds, less than the 400-pound weight exemption in the 2005 Energy Policy Act. According to Mack, the system is quiet, maintenance free, and not subject to idling restrictions.

Jordan has earned the 2006 *Overdrive* Trucker of the Year Award from *Overdrive* magazine and a Gold Medallion and Friend of the Environment Award in 2004 from the Minnesota Inventors Congress. For more information, please go to http://www.etrucker.com/apps/news/article.asp?id=60570, http://www.macktrucks.com/default.aspx?pageid=2092, http://inventhelper.org/b-index.html and go to the 2004 medal in the lower right-hand corner of the screen, and www.idlefree.net.

Marten Transport Orders 2,000+ Thermo King TriPac's

Refrigerated truckload carrier Marten Transport has ordered more than 2,000 Thermo King TriPac™ APU's to be installed over the next 18 months on its company-owned tractors. Marten gained experience with the performance of TriPac while it was testing the effectiveness of the TriPac system through a grant from the State of Wisconsin. The TriPac system provides drivers with heat, engine pre-heat, air conditioning, accessory power and battery charging while reducing idling, conserving fuel and extending tractor engine service intervals. After the installation of the APU's, the company expects to eliminate idling while maintaining driver comfort. Given the current cost of fuel, the company also expects to save $1 million per month and pay for the system in 12-18 months. Marten has a fleet of more than 2,500 tractors and 3,900 trailers and is ranked No. 53 on the *Transport Topics* 100 listing of U.S. and Canadian for-hire carriers. For more information, please go to http://www.thermoking.com/tk/index.asp and http://www.ttnews.com/articles/basetemplate.aspx?storyid=17782.
Source: Mike O'Brien, Ingersoll Rand Climate Control Technologies

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Fontaine Inks Deal with Carrier ComfortPro to Install APU's

Carrier Transicold has signed up Fontaine Modification to be its largest single installer of the ComfortPro APU for new trucks. The ComfortPro APU provides climate control for heating and air-conditioning as well as AC power supply, truck battery charging, engine warming, and optional shore-power connectivity. The arrangement allows trucks built at an OEM plant to be diverted to an adjacent intermediate manufacturing facility run by Fontaine to install the APU. After the installation, the truck is then returned to the OEM freight system for delivery to the next or final destination with little or no additional freight or logistics costs.

Fontaine's extensive knowledge of all truck types provides added assurance that installations are done in a manner that will not void any new-equipment warranties. As part of the agreement, Carrier provides training, certification, and support to Fontaine's installation technicians. Fontaine Modification provides warranty activation for customers as well as pre-delivery inspection.

Carrier noted that fleets placing new truck orders will now have a turnkey partner for the ComfortPro system that will install it exactly to the specifications of the tractor/sleeper configuration. More information is available at http://www.trucktrailer.carrier.com/generic/0,2804,CLI1_DIV7_ETI9198,00.html and http://www.fleetowner.com/news/fontaine_to_install_carrier_comfortpro/index.html.

OTHER NEWS OF INTEREST

DOE to Work with Mack Trucks on Advanced Commercial Vehicles

DOE recently announced that it plans to work with Mack Trucks to develop environmentally friendly commercial vehicle technologies. DOE and Volvo AB, the parent company of Mack Trucks, are currently negotiating the terms of the cost-shared project, which will aim to increase the fuel economy and reduce the greenhouse gas emissions of new long-haul trucks by more than 10 percent. The project, which is valued at about $9 million, will also include the development of advanced hybrid vehicle technology and conversion of waste heat to useful energy for heavy-duty diesel engines. Much of that work will be performed by Volvo Powertrain North America. The company also noted that Mack is also partnering with the U.S. Air Force in the development of heavy-duty hybrid trucks as an another step in bringing this very clean technology to the commercial marketplace. More information is available at http://www.eere.energy.gov/news/news_detail.cfm/news_id=11094 and http://www.fleetowner.com/news/volvo-mack-trucks-us-doe-environment/index.html.

D.C. Extends Discounted Tour Bus Parking

To relieve congestion and tour bus idling in the District of Columbia, the Downtown Business Improvement District of the District of Columbia, the Office of the Deputy Mayor for Planning and Economic Development, the Washington Convention Authority, and City Center Parking lot operators have extended a coordinated promotion for tour bus parking at the City Center parking lot at the site of the Old Convention Center. This effort started as part of the 2007 National Cherry Blossom Festival® and had been scheduled to end on April 15, 2007. The new expiration date is December 31, 2007. A revised rate structure offers a subsidized rate of $15 for tour bus operators when parking for shorter periods of time and offers in-and-out privileges within a 24-hour period for $35.

During the first month of the promotion, the number of tour buses at the City Center parking lot increased 41 percent. The parking lot, which will become the site of a building at some future time, covers 10 acres and has a parking capacity of 1,000 spaces, including 30 spaces for tour buses. *Source*: Vanessa Reisin, Downtown Business Improvement District

Motor Coach Idling Solution Now Offered

Craufurd Manufacturing has designed what it dubs the Universal Bus Anti-Idling System, which allows motor coaches to plug into a stationary, stand-alone heating and air-conditioning unit. Conditioned air from each unit is delivered by an insulated duct that is directly incorporated into the bus's system. The capacity of the unit is 22,000 Btu's. The unit also supplies power to the lighting onboard the bus. A power pedestal is placed at the front of the terminal parking space that is connected to the parked bus while it is parked and during loading of passengers. The on-board unit, which can be placed in the baggage storage compartment near the main heating/cooling unit, takes up 8.75 cubic feet and weights 150 pounds. The system costs $5,000. Please go to http://www.craufurdmanufacturing.com for more information. *Source*: Paul Bubbosh, EPA

CSS is Looking for a Few Good Trucks

Cascade Sierra Solutions (CSS) is starting a truck replacement program for port trucks and other drayage trucks. In order to qualify for the program, trucks would have to have excellent maintenance records and be approximately 5-6 years old. The program would accept donations of trucks from a dealer or CSS would purchase the trucks at wholesale. The trucks would be retrofit with a level 3 device, and the engine would be reprogrammed with speed governors and idling reduction equipment. CSS would offer low-cost financing at about $500 a month or less. To date, six dealers are participating in the program. The organization is seeking funding from government programs, such as the Carl Moyer Program, to pay for the level 3 retrofit. Please contact Sharon Banks at CSS (Sharon@cascadesierrasolutions.org) for more information. *Source*: Kristin Riha, EPA Region 9

RECURRING FEATURES

How to Find 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 located at http://www1.eere.energy.gov/vehiclesandfuels/resources/fcvt_national_idling.html. Please update your bookmarks accordingly.

Also, be mindful that web links may expire or move over time, and some sources require registration. If you have trouble opening a link, try copying and pasting it, or retype it in the address box of your browser.

Tools Now Available to Calculate Cost of Idling Reduction Equipment

Among the tools available to truck fleet managers and owner-operators are calculators to help determine the cost and benefits of installing and paying for idling reduction equipment. Here are a few sites that might be of help to you. Please let us know if you are aware of other sources that the readers of this newsletter might want to know about.

- Argonne National Laboratory (http://www.transportation.anl.gov/pdfs/TA/361.pdf)
- Cummins (http://www.cumminscomfortguard.com/offer)
- EPA (http://www.epa.gov/otaq/smartway/calculator/loancalc.htm)
- Espar (http://www.espar.com/html/service/calculator/calculator.html)
- Kenworth (http://www.kenworth.com)
- Kohler Power Systems (http://www.kohlerpower.com/mobile/solutions/apucalculator.htm?sectionNumber=13361&nodeNumber=1&contentNumber=102)
- Thermo King (http://www.thermoking.com/tripac/)

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/research/idling/Truck_Idling_Regulations.htm. If your State or municipality has changed anything listed here or if the information listed 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 (DOE) Clean Cities program provides a listing of Federal and State programs that offer incentives and funding for idling reduction projects. Further information can be found at http://www.eere.energy.gov/cleancities/idle/incentives.html. 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, SmartWay Web Sites Show TSE Locations

The DOE Clean Cities web site shows 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 area listed in this locator. For more information, please go to http://www.eere.energy.gov/cleancities/idle/station_locator.html.

The EPA SmartWay Interactive Activity Map features data from SmartWay Partners, National Transportation Idle-Free Corridors, National Clean Diesel Campaign Retrofit Projects, School Bus USA Projects, ethanol (E-85) and biodiesel fueling stations, State idling laws, and other related data. The maps enable you to visualize the location of projects for specific fuel consumption and pollution reduction projects. The maps also help truck drivers to find the nearest electrified truck stop and help you to find the nearest public alternative-fuel station. For more information, please go to http://epamap10.epa.gov/website/irim_us_map.asp.

Status of 400-Pound Weight Exemption for Idling Reduction Devices

[Ed. note: The Energy Policy Act of 2005 allowed for a national 400-pound exemption for the additional weight of idling reduction technology on heavy-duty vehicles. Lawyers in the Federal Highway Administration interpreted the language to mean that each State would have to adopt that provision. The table below will be updated as States adopt the exemption. URL's are provided so that interested parties, such as trucking companies, can work with their State trucking associations to make sure that enforcement officials are aware of changes in the laws. Please feel free to provide updates for this table.]

State	Bill	URL	Status
Arkansas			As of April 23, 2007, Arkansas Highway Police (AHP), a Division of the Arkansas Highway and Transportation Department, will accept an APU weighing up to 400 pounds so long as the driver has a written certificate to that effect and the APU is fully functional at all times (AHP Enforcement Policy 07-03-030).
Kansas	SB 8, An Act Concerning Motor Vehicles	http://www.kslegislature.org/legsrv-bills/searchBillNumber.do and insert "8" in the search box	Approved by Governor Sebelius on April 14, 2007.
Maine	LD 265 (HP 221), An Act to Allow a Weight Tolerance for Vehicle Auxiliary Power Units	http://janus.state.me.us/legis/LawMakerWeb/externalsiteframe.asp?ID=280022617&LD=265&Type=1&SessionID=7	Died upon adjournment of the Legislature on June 21, 2007.
Missouri	HB 488, an Act to Amend Chapter 135, RSMO, by Adding Thereto One New Section Relating to a Tax Credit for the Use of Idle Reduction Technology	http://www.house.mo.gov/bills071/biltxt/perf/HB0488P.HTM	Died upon adjournment due to no final vote in the Senate.
Oregon	SB 223, An Act Relating to Exemption from Weight Limitations for Vehicles with Idle Reduction Systems	http://www.oregon.gov/ODOT/MCT/LEGISLATURE07.shtml#SB223___APU_weight_allowance	Governor Kulongoski signed the bill on May 7, 2007, and it was effective immediately.

Editor

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