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NATIONAL IDLING REDUCTION NETWORK NEWS

March 2008

SOLICITATIONS FOR FUNDING AND AWARDS

[Red text indicates a new entry compared to last month.]

Organization	Project	Funding	Deadline	Website
New Jersey Department of Environmental Protection	New Jersey Truckers Challenge	$750,000	Rolling deadline until funds are awarded.	http://www.njmta.org/images/pages/novemberdep.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 awarded.	http://www.dieselretrofitrebate.org
Allegheny County (Pennsylvania) Health Department	Allegheny County Diesel School Bus Retrofit Program	$500,000	Rolling deadline until funds are awarded	http://www.achd.net/air/air.html **and go to "School Bus Retrofit Program" on the right of the screen**
U.S. Environmental Protection Agency (EPA)	Hydraulic Pump/Motor and Advanced Powertrain Support for Development of Advanced Hydraulic Vehicle Technology	Information not yet available	**TBD, awaiting announcement of RFP**	http://www2.fbo.gov/spg/EPA/OAM/OH/PR-CI-08-10206/listing.html
New York State Energy Research and Development Authority (NYSERDA)	**PON 992, New York State Clean Air School Bus Program, Round 2**	**Unspecified**	**Spring 2008**	http://www.nyserda.org/funding/funding.asp?i=1 and plug in PON 992 into the search box.

Organization	Project	Funding	Deadline	Website
NYSERDA	**PON 1158, School Bus Idling Reduction in Westchester, Putnam, and Dutchess Counties**	**Unspecified**	**Winter 2007-2008**	http://www.nyserda.org/funding/funding.asp?i=1 and plug in PON 1158 into the search box.
California Air Resources Board (CARB)	**Haagen-Smit Clean Air Award**	**N/A**	**May 9, 2008**	http://www.arb.ca.gov/docs/hsawards/arch08/arch08.htm
EPA Regions 6 and 7	**Clean Diesel Funding Assistance Program for the Blue Skyways Geographic Area**	**~$5 million**	**May 30, 2008**	http://www.blueskyways.org/pdf/clean-diesel-FY08.pdf
U.S. Army	**Concept Development and Systems Engineering Plan for U.S. Army combat vehicles**	**$19.7 million over FY 2008-2010**	**May 31, 2008**	http://www.fbo.gov/spg/USA/USAMC/DAAE07/W56HZV05%2DR%2DBAA1%2DTOPIC%2D11/listing.html
EPA	**National Clean Diesel Finance Program**	**$3 million**	**June 9, 2008**	Please go to http://www.epa.gov/air/grants_funding.html, and refer to solicitation EPA-OAR-OTAQ-08-04
EPA Regions 1 and 2	Northeast Diesel Collaborative	~$5.4 million	June 12, 2008	http://www.northeastdiesel.org/funding.htm
EPA Region 4	**Southeast Diesel Collaborative FY 2008- 2009 Diesel Program**	**~$3.6 million**	**June 12, 2008**	http://www.epa.gov/region4/air/mobile/SEDC-RFP%20FY0809.pdf
EPA Region 5	Midwest Clean Diesel Initiative	~$5 million	June 12, 2008	http://www.epa.gov/midwestcleandiesel/grants/mcdirfp08.html
EPA Region 3	Mid-Atlantic Diesel Collaborative Grants to Reduce Diesel Emissions	$3.1 million	June 13, 2008	http://www.epa.gov/reg3artd/diesel/r3diesel-rfp-2008.pdf

Organization	Project	Funding	Deadline	Website
EPA Region 8	**Rocky Mountain Clean Diesel Collaborative**	**~$1.6 - $2.0 million**	**June 16, 2008**	http://www.epa.gov/region8/air/R8_DERA_RFP.pdf
EPA Regions 9 and 10	**West Coast Collaborative Diesel Emissions Reduction Program**	**~$5.1 million**	**July 1, 2008**	http://yosemite.epa.gov/R10/AIRPAGE.NSF/7594bda73086704a88256d7f00743067/255d3124b9244381882574040072 81b4/$FILE/epa-r10-wcc-2008.pdf
Texas Emission Reduction Plan (TERP)	Rebate Grants Program	$17,628,871 as of February 14, 2008	July 31, 2008	http://www.tceq.state.tx.us/implementation/air/terp/rebate.html

REGULATORY NEWS

CARB Approves Guidelines to Distribute $1B from Prop. 1B

Trucks and locomotives that spend much of their time in California will be the beneficiaries of $1 billion from Proposition 1B, the Goods Movement Emission Reduction Program. CARB plans to use the money to retrofit or replace truck and locomotive engines through sending funding to the State's four most polluted trade corridors: Los Angeles/Inland Empire, the Central Valley, the San Francisco Bay area, and the San Diego/border region. California ports such as Los Angeles and Long Beach plan to supplement the state grants for drayage truckers working at the ports by collecting a $35-per-container fee to be used for retrofits and new trucks.

Over time, diesel trucks at seaports and intermodal rail yards will receive $400 million. A total of $360 million is aimed at diesel trucks hauling goods and electrification of parking spots at truck stops or distributions centers. Diesel freight locomotives would receive $100 million as would cargo ship shore power while $40 million would be set aside for commercial harbor craft. People and organizations who want to apply for funds should go directly to one of the local agencies that were approved to receive funds, which will be limited to existing equipment that has been registered and operating in California over the last 2 years.

These grants will cover $5,000-$20,000 for drayage-truck retrofits and up to $50,000 for the cost of a new truck. The funding requires a commitment to do business only in California for up to 8 years, depending on the amount of the grant. The goal is to have 100 percent of all equipment contracts completed and the majority of the upgrades done by June 30, 2008. All upgrades must be completed by December 31, 2008. The competitive process is well under way. Already, requests for more than $170 million in funding have been received, but CARB can provide only $25 million in grants for FY 2007-08. More information is available at http://www.arb.ca.gov/newsrel/nr022808b.htm, http://www.ttnews.com/articles/basetemplate.aspx?storyid=19321,

and
http://www.landlinemag.com/todays_news/Daily/2008/Feb08/022508/ 022908-08.htm.

Connecticut May Change Enforcement of Anti-Idling Reg to DMV

According to *Land Line*, the Connecticut General Assembly is currently working on a bill to augment its current regulation that limits idling of all vehicles to 3 minutes. SB 123 would allow the Connecticut Department of Motor Vehicles to enforce the law, a change from having enforcement carried out by the Department of Environmental Protection where it has been difficult to enforce. Fines would be at least $35.

Exemptions to the idling restriction would include situations when the temperature is below 20°F, when vehicles are stuck in traffic, or when idling is necessary to operate defrosters, heaters, or air-conditioners "to ensure the safety or health" of drivers or passengers. Operating auxiliary equipment "to accomplish the intended use of the motor vehicle" also would be exempted. Please go to http://www.landlinemag.com/todays_news/Daily/2008/Mar08/032408/032608-03.htm and http://www.cga.ct.gov/asp/cgabillstatus/cgabillstatus.asp?selBillType=Bill&bill_num=123&which_year=2008 for more information.

Louisville Compiles Comprehensive List of Idling Reduction Restrictions

Unlike other lists of idling reduction regulations, the Louisville (Kentucky) Metro Air Pollution Control District (APCD) set out to pull together a comprehensive Idling Restriction Review. This document was developed from the point of view of a regulator so that others in the field could design a comprehensive, balanced, and enforceable restriction package. APCD wanted to look at the entire scope of restrictions before deciding what was best for Louisville and went further than what is detailed on the American Transportation Research Institute's website, the EPA SmartWay Transport Partnership website, and even this newsletter. The current Idling Restriction Review includes several unattended vehicle idling restrictions, noise and odor control restrictions, and other restrictions meant to target idling by area rather than by vehicle.

The restriction review can be found at http://www.louisvilleky.gov/APCD/Stakeholder/IRWGDocuments.htm in Excel and PDF formats. As readers may note, many of the cells in the Idling Restriction Review still need to be filled in. APCD will continue to update the review until the conclusion of its stakeholder process in September 2008 and welcomes information on idling restrictions from stakeholder jurisdictions. If anyone is interested in contributing information, please contact Erin Vachon at erin.vachon@louisvilleky.gov or by phone at (502) 574-7262.

Missouri Nears Final Bill on 400-Pound Weight Exemption, Tax Credit for Equipment

SB 841 in the Missouri General Assembly is moving apace to increase the maximum gross vehicle weight limit by 400 pounds for trucks equipped with idling reduction equipment. In addition, another bill would allow a tax credit for idling reduction equipment to be installed on trucks for the next 2 years. The credit would be equal to 50 percent of the amount of the purchase and installation on Class 8 trucks, up to $3,500 per truck. If SB 811 is enacted into law, Missouri could set up a fund of up to $10 million for these tax credits every year. Complete information is at http://www.senate.mo.gov/08info/BTS_Web/Bill.aspx?SessionType=R&BillID=78, http://www.senate.mo.gov/08info/BTS_Web/Bill.aspx?SessionType=R&BillID=76, and http://www.landlinemag.com/todays_news/Daily/2008/Apr08/040108/040108-08.htm.

AWARDS AND RECOGNITION

Chicago Refuse Haulers to be Cleaner, Thanks to EPA Grant

EPA's Region 5 Midwest Clean Diesel Initiative has announced the award of $51,840 to the Chicago Departments of Environment and Fleet Management to install diesel-fired engine coolant and hydraulic system heaters on 13 refuse haulers used by the Department of Streets and Sanitation. These devices will demonstrate the effectiveness of idling reduction technologies on these vehicles while conserving fuel and reducing maintenance. More information can be found at http://yosemite.epa.gov/opa/admpress.nsf/dc57b08b5acd42bc852573c90044a9c4/7b726725f778543d85257412006c10eb!OpenDocument.

PRESENTATIONS FROM MEETINGS

Meeting	Location	Date	Website or Contact
CARB Phase II Hotelling Emissions Reduction Workgroup Meeting	Sacramento, California	March 19, 2008	http://www.arb.ca.gov/ports/shorepower/march08presentation.pdf

NEW PUBLICATIONS OF INTEREST

[Red text indicates a new entry compared to last month.]

Source	Title	Website or Contact
Caterpillar	***How to Make Fuel Savings Pay Big Dividends***	http://www.cat.com/cda/files/811134/7/T02PR08.doc
California Department of Transportation	***Development of an Exposure Model for Diesel Locomotive Emissions near the Alameda Corridor***	http://www.dot.ca.gov/newtech/researchreports/reports/2008/final_report-rahai-csulb.pdf
CARB	***Draft Preliminary Summary of Results for West Oakland Community Diesel PM Health Risk Assessment***	http://www.arb.ca.gov/ch/communities/ra/westoakland/westoakland.htm
Frost & Sullivan	***Strategic Analysis of Emission and Idling Reduction Technologies for EPA 2010 and Idling Regulations Compliance***	http://www.frost.com/prod/servlet/report-brochure.pag?id=N34A-01-00-00-00 for a free overview of the report; for the complete report and its cost, please contact Ben Mann at ben.mann@frost.com or (210) 477-8410
Joint Transportation Centre of the Organisation for Economic Co-operation and Development and the International Transport Forum	***Responding to Increasing Port-related Freight Volumes: Lessons from Los Angeles/Long Beach and other US Ports and Hinterlands***	http://www.internationaltransportforum.org/jtrc/DiscussionPapers/DP200812.pdf
San Diego Unified Port District	***San Diego Unified Port District 2007 Clean Air Program Draft Report***	http://www.portofsandiego.org/sandiego_environment/documents/2007_cap_final_draft_report.pdf

UPCOMING MEETINGS AND EVENTS

[Red text indicates a new entry compared to last month.]

Meeting	Location	Date	Website or Contact
U.S. Department of Energy (DOE) Industry Day for Request for Information on Development of Solicitations for $10 Billion Loan Guarantee Program for Energy Efficiency, Renewable Energy, and Transmission Projects under Title XVII of the Energy Policy Act of 2005	**Palo Alto, California**	**May 8, 2008**	**Interested parties must send an email containing the following information to** EEREfinance@hq.doe.gov **with the title, "May 8 Finance Meeting RSVP"; more information is available at** http://www1.eere.energy.gov/financing/solicitations_detail.html?sol_id=157.
Alternative Fuels & Vehicles National Conference + Expo	Las Vegas, Nevada	May 11-14, 2008	http://www.afvi.org/NationalConference2008/
CARB Board Meeting	**Fresno, California**	**May 22-23, 2008**	http://www.arb.ca.gov/board/ma/2008/ma052208.htm
Calstart Blue Sky Awards Ceremony and Luncheon	**Los Angeles, California**	**June 10, 2008**	http://www.calstart.org/info/bluesky/BSA2008_Home.php
33rd Annual Summer Ports, Waterways, Freight, and International Trade Conference	**Baltimore, Maryland**	**June 18-20, 2008**	http://www.trb.org/news/blurb_detail.asp?id=8923
Faster Freight, Cleaner Air Conference	New York City, New York	July 8-9, 2008	http://www.ffcaeastcoast.com/
Plug-In 2008 Conference and Exposition	San José, California	July 22-24, 2008	http://plugin2008.com/
DOE Diesel Engine-Efficiency and Emissions Research Conference	Dearborn, Michigan	August 4-7, 2008	http://www1.eere.energy.gov/vehiclesandfuels/resources/conferences/deer/index.html
Faster Freight, Cleaner Air Conference	**Seattle, Washington**	**September 17-18, 2008**	http://www.ffcapugetsound.com/

Meeting	Location	Date	Website or Contact
24th Annual Clean Air Conference	Boulder, Colorado	September 22-25, 2008	http://www.ncvecs.colostate.edu
Society of Automotive Engineers Commercial Vehicle Engineering Congress & Exhibition	**Rosemont, Illinois**	**October 7-9, 2008**	http://www.sae.org/events/cve/
Hybrid Truck Users Forum 2008 National Conference	**South Bend, Indiana**	**October 14-16, 208**	http://www.calstart.org/programs/htuf/

MANUFACTURERS' NEWS

Cummins Meets CARB Specs for APU's

According to *Fleet Owner*, the Cummins ComfortGuard auxiliary power unit (APU), which is designed to be integrated with the company's ISX engine, routes the APU exhaust through the truck's main diesel particulate filter (DPF), and thereby meets CARB's strict emissions requirements. The APU will be in production by the end of June 2008. A stand-alone (DPF) will also be available for Cummins' APU, but it hasn't yet received approval from CARB. Please go to http://www.fleetowner.com/equipment/cummins_progress_report_0326 for more information.

Espar Introduces 3 New CARB-Approved Products

Three new products from Espar – the Hybernator-On Frame, the Hybernator-In Frame, and the Baire Necessity System – offer CARB-compliant solutions to keeping a truck cab warm while not draining the battery. The In Frame product is installed on the tractor's frame, while the On Frame sits between the frame rails. The Baire Necessity System is portable and can be moved from truck to truck or even offered on a temporary basis at a freight terminal. More information and photos of the products are at http://www.espar.com/transfer/MATS_Press_Conference/espar_press release.pdf. *Source*: John Dennehy, Espar

Dometic Unveils CARB-Compliant, Battery-Powered Air-Conditioning System for Day Cabs

Dometic Environmental Corporation has introduced a battery-powered auxiliary air-conditioning system for day cabs that is CARB-compliant system and reduces idling while a truck is waiting to load and unload at terminals. According to the company, the 7,000-Btu unit provides 2 hours of cooling without running the truck engine, using a bank of Group 31 absorbed glass mat (AGM) batteries as its power source. The system includes a compressor/evaporator/blower unit that fits between the seats, as well as an external condensing unit for the back of the cab or under the truck. The two units connect through pre-charged refrigerant line sets for automatic charging at hook-up, according to Dometic. In addition, the package includes a 2,000-W inverter to run the air-conditioner and a high-capacity alternator to recharge the batteries. This link has more information: http://www.fleetowner.com/equipment/dometic_air_conditioner_0326/index.html.

New APU's from Dunamis Offer 3-Year Warranty

Dunamis Power System recently introduced two new APU's: the 2-cylinder Pro model puts out over 22,000 Btu's of heat and air-conditioning and 3.5 kW of AC power while the 3-cylinder ProMax puts out over 30,000 Btu's and 3.5 kW. Both units have Dunamis' patent-pending Co-Generation Process, which pulls power from the APU motor. The unit is backed by a full-system, 3-year warranty and follows the truck's maintenance schedule. Please go to http://dunamispowersystems.com/category/news for more information.

Kenworth to Conduct Clean Technology Tour, Announces New Environmental Program

Kenworth Truck Company will launch the Kenworth Clean Technology Tour this spring to showcase its range of new products for heavy- and medium-duty truck purchasers. This tour is expected to appear at 70 events, including several in EPA non-attainment areas, to showcase Kenworth vehicles that have reduced environmental impact. One of the vehicles on tour will be a Kenworth T660 that meets the requirements of the EPA SmartWay Transport Partnership. It has aerodynamic fairing and is also equipped with the CARB-compliant Kenworth Clean Power® no-idle system. Tour stops will be made in conjunction with Kenworth dealerships. The tour is expected to run into the fall. For more information, visit http://www.kenworth.com/6100_pre_mor.asp?file=2283.

Source: Mike Laughlin, New West Technologies

The company has also announced a comprehensive environmental program focusing on alternative fuels, hybrid technologies, idling reduction, aerodynamic performance, and driver awareness technologies. Kenworth will begin full production of medium-duty diesel-electric hybrid trucks this summer. These Class 6 and 7 trucks will be equipped with Paccar's PX-6 engines and Eaton's hybrid drive; they may also qualify for a maximum Federal tax credit of $6,000 for Class 6 trucks and $12,000 for Class 7 trucks. According to the company, its Clean Power no-idle system is fully compliant with CARB's idling regulations and offers as much as an 8-percent improvement in fuel economy for high idlers. Kenworth's goal is to enhance fuel economy by up to 30 percent in pickup and delivery applications and up to 50 percent in utility operations. More information is available at http://www.kenworth.com/6100_pre_mor.asp?file=2282, http://www.kenworth.com/6100_pre_mor.asp?file=2276, and http://fleetowner.com/equipment/kenworth_roads_to_green_0326/index.html

Ricardo Establishes Center for Development of Battery Systems for Hybrid and Electric Vehicles

Ricardo, Inc., has announced the establishment of the Battery Systems Development Center at its Van Buren Township., Michigan, headquarters to offer turnkey engineering and development of complete high-voltage battery-pack systems for hybrid (HEV), plug-in hybrid (PHEV) and electric vehicles (EV). The center will feature three lithium-ion (Li-ion)-capable development chambers, large HEV/EV-capable battery cyclers, and equipment to facilitate the development of battery systems in simulated vehicle environments. This center will bring together the company's pack/vehicle integration, hybrid transmission development, and vehicle development capabilities. The company plans to apply its Total Vehicle Fuel Economy™ capabilities to help its customers accelerate the production of HEV's, PHEV's, and EV's into the marketplace. More information is available at http://www.ricardo.com/media/pressreleases/pressrelease.aspx?page=110. *Source*: Gloria Wandyez, Ricardo

Thermo King Offers DPF for TriPac™ Hybrid APU

Thermo King has developed a DPF for its TriPac™ Hybrid Auxiliary Idle Reduction and Temperature Management System that is designed to meet APU emissions requirements required by CARB. The TriPac DPF has been submitted for CARB approval and is expected to be available in the spring of 2008. It also offers regeneration that takes place during normal driving hours so there's no disruption to the driver during rest periods. The device is designed to be mounted in nine different ways and minimal

maintenance to reduce costs and downtime. The DPF will be available as aftermarket or original equipment. More information is available at http://www.thermoking.com/tk/index.asp. *Source*: Mike O'Brien, Thermo King

PARKING SPACES FOR TRUCKS

New Electrified Spots to Go into Carolina Truck Stop

News 14 Carolina recent had an item about a Salisbury man, Bob Craig, who owns a truck stop at which he is planning to build 50 electrified spaces for truckers to use overnight. This truck stop would bring to three the number of truck stops in North Carolina that provide electrified services to truckers. He has stated that State and Federal grant money has been designated to help him with construction costs. The truck stop is off Exit 71 on Interstate 85. Please check out http://news14.com/content/headlines/594131/giving-big-rigs-a-better-option/Default.aspx for the full story.

IdleAire Continues to Lose Money, May Not be Able to Survive

In its March 31, 2008, filing with the U.S. Security and Exchange Commission, IdleAire states that "it expects to report a net loss of approximately $93 million and revenues of approximately $37 million for fiscal year 2007, as compared to a $60 million net loss and revenues of $14 million for fiscal year 2006." The company's Form12b-25, Notification of Late Filing, notes that it "continues to experience net operating losses which, combined with the continued use of cash in its operations and the payment of interest due on its outstanding notes in December 2008, raise substantial doubt as to the Registrant's ability to continue as a going concern." According to this filing, IdleAire has hired Getzler Henrich & Associates LLC and KPMG Corporate Finance LLC to "assist and advise the Registrant [IdleAire] in developing and implementing a plan that, if executed successfully, should provide sufficient liquidity to finance the Registrant's anticipated working capital and capital expenditure requirements for the next 12 months. However, there is no assurance that such plan can be executed on acceptable terms, if at all." For more information, please go to http://www.sec.gov/Archives/edgar/data/1162298/000095013308001374/w52652nt10vk.htm.

SCHOOL BUSES

EPA Region 5 Grant Helps School Buses Idle Less

The Norwalk-Ontario-Wilton School District in Ontario, Wisconsin, is the recipient of an $86,353 grant to reduce diesel emissions from the district's school buses. While the grant will be used to retrofit 9 school buses with diesel oxidation catalysts and crankcase filtration systems, 10 buses will be equipped with idling reduction equipment. Part of the grant will also be used to educate staff and the public on the importance of clean-air practices. The grant is from EPA's Clean School Bus USA program through the Region 5 Midwest Clean Diesel Initiative. More information can be found at http://yosemite.epa.gov/opa/admpress.nsf/a5792a626c8dac098525735900400c2d/5b1fa58a4aa0184a852574050053c455!OpenDocument.

IC Bus to Decrease Price of Hybrid Electric School Bus

Less than 2 years since the first hybrid school bus was unveiled in New York, IC Bus has announced a $30,000-$40,000 price decrease for its hybrid school buses, effective March 14, 2008. IC Bus unveiled the Nation's first hybrid school bus in July 2006. According to the company, these buses reduce emissions by up to 70 percent, improve fuel efficiency by up to 70 percent, and help teach students about the importance of environmental responsibility. Since their introduction, hybrid electric school buses have had a high initial purchase price. In 2007, the first 19 hybrid school buses were built and delivered to school districts all across the United States. There was a significant cost of producing these vehicles, but grants and tax credits helped defray some of those costs. As predicted from the beginning, IC Bus is now able to lower the price due to increased demand.

The first group of hybrid school bus orders was the result of a nationwide initiative called the Plug-In Hybrid Electric (PHEV) School Bus Project, led by Raleigh (North Carolina)-based Advanced Energy, a non-profit corporation that initiated a buyer's consortium of school districts, State energy agencies, and student transportation providers. The hybrid electric school buses are built by IC Bus, the Nation's largest school bus manufacturer, and Enova Systems, a major provider of hybrid drive systems. While the exterior of the school bus looks the same as a standard bus, it is powered with innovative new technology.

The hybrid school bus project features Enova's hybrid drive system, which was extensively tested and evaluated at IC Bus's research and technology facility in Fort Wayne, Indiana. The hybrid system uses a post transmission, parallel drive configuration, which allows the MaxxForce™ diesel engine and the electric motor and battery pack of the hybrid system to work in tandem to optimize fuel economy and reduce emissions output. Please go to http://navistar.mediaroom.com/index.php?s=43&item=133 for more information.

HYBRID VEHICLES

ED Website Lists Hybrid Incentives

The non-governmental organization, Environmental Defense (ED), has information on its website that can point potential buyers of hybrid trucks to Federal, State, and local programs that offer incentives for purchasing such vehicles. What appears to be a rather comprehensive table listing available models of medium- and heavy-duty trucks is also available from this website. For more information, please check out http://www.edf.org/page.cfm?tagID=1124.

Coca-Cola Orders 120 Hybrid Electric Trucks Using Eaton's Drivetrain

Eaton Corporation has announced that Coca-Cola Enterprises will purchase 120 new trucks this year powered by Eaton's hybrid electric drivetrain. This order represents the largest North American commercial order to date and is in addition to the 20 trucks purchased last year incorporating this system. Coca-Cola has found that the hybrid trucks have roughly 32-percent lower emissions and up to 37-percent increased fuel economy. Maintenance costs have been lower also. One of the advantages of this drivetrain is that it can be used to provide energy during engine-off worksite operations, which further reduce noise, emissions, and fuel costs. More information can be found at http://www.eaton.com/EatonCom/SearchResults/CT_141371.

Odyne Receives Orders for Hybrid Refuse Haulers, Funding from NYSERDA

The City of New Rochelle, New York, and the Town of Huntington, New York, are going to be using Odyne Corporation's PHEV technology in their refuse haulers. New Rochelle will be retrofitting Odyne's PHEV parallel system in a Mack hauler, while Huntington will install the system in two refuse haulers. Funds for the Huntington project are from the Greater Long Island Clean Cities Coalition.

Odyne also announced that it has received a cost-shared contract from NYSERDA to fund expansion of its production capacity. NYSERDA will fund half of the cost of the contracted items up to a maximum of $534,590.

Odyne's PHEV power train and battery control system enables buses and trucks to operate more efficiently, according to the company. The vehicles can be plugged into the electric grid during low-cost, off-peak hours, thereby saving fuel used by the vehicle and reducing vehicle emissions. More information on all these projects can be found at http://www.odyne.com/web_resources/press_release_pdfs/odyne-pr-3-19-08.pdf,

http://www.odyne.com/web_resources/press_release_pdfs/odyne-pr-3-27-08.pdf, and http://www.odyne.com/web_resources/press_release_pdfs/odyne-pr-3-24-08.pdf.

Peterbilt to Produce Medium-Duty HEV's This Summer

Peterbilt Motors Company recently announced plans for full production of its Model 330 and Model 335 medium-duty HEV's; both vehicle types feature Eaton's Hybrid Power system. Peterbilt claims up to 30-percent fuel economy improvement for the Model 330, and up to 60-percent fuel improvement for the utility configuration of the Model 335. Both of these models are eligible for Federal tax credits, up to $12,000 for the Class 7 Model 335 HEV in utility-boom and pickup-and-delivery configurations and up to $6,000 for the Class 6 Model 330 HEV.

Both trucks employ a parallel hybrid system that uses an electric motor to assist the diesel engine with extra torque for improved fuel economy. Regenerative braking is used to store energy when braking and then reused to launch and accelerate the vehicle. Information about the other technical specs of each model is available at http://www.peterbilt.com/newsdetails/aspx?id=215.

Volvo Construction Equipment Unveils Hybrid Wheel Loader

A pre-production prototype of a model L220F hybrid wheel loader from Volvo Construction Equipment was recently shown at an industry trade show. The company notes that this hybrid machine offers more power, better performance, and 10-percent better fuel economy than a non-hybrid model. This parallel hybrid uses an integrated starter generator coupled to a battery that has many times the power capacity of a normal lead acid battery. Fuel economy gains and emission reductions are the result of being able to have the diesel engine turned off while the wheel loader is idling, something it does about 40 percent of the time. In addition, the engine can be brought up to optimum working speed using a burst of energy from the battery. Volvo notes that there are many other technical improvements to this machine, which are discussed in more detail at http://www.volvoconexpo.com/press/ConExpo%20Hybrid%20Release.pdf.

PORTS

Port of San Diego Looks for Grant Funding for Emission Control Measures

The Port of San Diego will be applying for grants through Prop. 1B and the CARB Carl Moyer Program as a way to reduce emissions associated with Port operations. This is a follow-on to the Port of San Diego's draft Clean Air Program, which was presented in February 2008 and approved by the Board of Port Commissioners; it is the first voluntary clean air program to be approved by a Board of Port Commissioners in California.

The program identified four methods of reducing air emissions:

- Replacing or retrofitting older model trucks
- Replacing or retrofitting cargo-handling equipment
- Requiring ships in port to plug into shore power
- Reducing the speed of vessels traveling to and from San Diego Bay.

Grant funding from Prop. 1B would be used for truck replacement and retrofitting and installation of shore-side electrical power at the Tenth Avenue Marine Terminal. To qualify for truck replacement, the truck would have to remain in California and make at least 150 visits to the marine terminals each year. At present, about 30 trucks that use the Port's terminals qualify. The cost to replace a truck is currently about $100,000. Another 93 trucks qualify for retrofitting. This would cost approximately $10,000 per truck and involves retrofitting a truck with a DPF. The cost to install shore-side power at the Tenth Avenue Marine Terminal would be between $3 million and $5 million per berth. The Port of San Diego anticipates requesting up to $2.5 million through the Prop. 1B funding. Another $1-$2 million may be available for shore power through Carl Moyer.

California will begin enforcing truck replacement and retrofitting in December 2009. Rather than wait for these regulations to become mandatory, the Port will be implementing these programs sooner in order to help improve the air quality in the neighborhoods adjacent to the terminals. The grant funding would make it easier for truck owners to comply and would also assist the Port with the infrastructure necessary for installing the shore-side power equipment.

The Port of San Diego will be required by California law to have shore-side power available by 2014 at the Cruise Ship Terminal, the Broadway Pier, and the Tenth Avenue Marine Terminal. If cold ironing is not available by then, cargo ships would not be allowed to dock there, resulting in the loss of valuable trade business. In addition, cruise vessels would not be permitted to berth if there were no shore power available.

Meanwhile, the Port of San Diego Board of Commissioners directed staff to move aggressively on the development of shore-power capabilities to allow ships at berth to be powered by electricity rather than diesel fuel. The Board directed that $1.5 million be applied to the development of this capability. Please see http://www.portofsandiego.org/sandiego_about/PressReleases/releases/20080306-PR-001.pdf and http://www.portofsandiego.org/sandiego_about/PressReleases/releases/20080314-PR-001.pdf for more details.

POLB Rolls Out New Clean Trucks Program

The Port of Long Beach (POLB) has launched a Clean Trucks Program whose goal is to reduce pollution from drayage trucks by more than 80 percent within 5 years. With the assistance of a port-sponsored grant or loan subsidy, the Port expects to have truck owners scrap or replace about 16,000 trucks that currently work at the Port. Independent truckers could lease-to-own a new truck for as little as $500 per month, which would include pre-paid maintenance, or purchase a new, heavily subsidized truck outright. Fleet owners could buy or lease the trucks and have employees drive them. Beginning in October 1, 2008, model year 1988 and older trucks would be banned. Over time, the program would ban all trucks not meeting the model year 2007 emission standards by 2012. POLB will finance the $2.2 billion replacement program by a $35 fee on loaded 20-foot equivalent cargo-containing units starting October 1, 2008. More information about this program can be found at http://www.polb.com/environment/air_quality/cleantrucks.asp, http://www.ttnews.com/articles/basetemplate.aspx?storyid=19215, http://www.fleetowner.com/management/long_beach_port_passes_plan_0307/index.html, and http://www.labusinessjournal.com/article.asp?aID=74387751.9566051.1599897.253884.9972404.299&aID2=123060.

POLA Approves Concessionaire Program to Retire Dirty Trucks

The Los Angeles Harbor Commission has approved its version of a concessionaire program to rid the Port of Los Angeles (POLA) of older, polluting trucks, according to a *Land Line* report. The concessionaire plan limits port access to trucks that meet all four of these criteria:

- Pay a $2,500 fee every 5 years and $100 per truck each year
- Participate in the "virtual container yard system"
- Post placards on trucks with a 1-800 number so citizens can report emissions or safety concerns
- Are licensed motor carriers.

POLA plans to offer up-front grants for truck purchases or a grant to retrofit a truck to meet 2007 standards. Both POLB and POLA have approved an emission standard requiring all trucks to meet 2007 engine standards by the 2012. CARB has passed its own port regulation requiring all diesel trucks to meet 2007 emission standards by December 2013. More information is at http://www.landlinemag.com/Special_Reports/2008/Mar08/032008_la_oks_port_plan.htm.

Port of Oakland Adopts Measures to Reduce Emissions

Like its sister ports to the south, the Port of Oakland has approved several clean truck initiatives that reduce emissions. The program will use container fees and other money to spend $520 million on truck retrofit and replacement and other emission-reducing programs, such cutting ship-idling emissions. According to *Land Line*, several shipping associations are willing to sue and tie up port "clean truck" proposals in court if they prove inefficient and incongruent with constitutionally protected interstate commerce. Please see http://www.landlinemag.com/todays_news/Daily/2008/Mar08/031708/031908-03.htm for more information.

ATA Seeks to Block Calif. Port Talks over Clean Trucks Proposals

Along the lines mentioned above, *Transport Topics* reported that the American Trucking Associations (ATA) Intermodal Motor Carriers Conference (IMCC) has asked the Federal Maritime Commission to block the Ports of Long Beach and Los Angeles and terminal operators from discussing and entering into agreements related to the Ports' Clean Trucks Program. The IMCC called the Ports' plans an attempt to "enlist tenant marine terminal operators at their respective ports as the day-to-day enforcers of an unlawful 'concession' mechanism — a scheme unnecessary to achievement of the important environmental goals underlying the ports' Clean Air Action Plan'." At issue is whether the Ports have the legal right to block drayage operators from entering if those operators fail to comply with certain provisions of the Ports' "concession" agreement. *Source*: http://www.ttnews.com/articles/basetemplate.aspx?storyid=19320

OTHER NEWS OF INTEREST

ATA Pushes for APU Relief

ATA, whose 37,000 members represent every type of motor carrier in the United States, has sent letters to the White House and several Federal agencies urging immediate relief for the country's 3.5 million truckers and American consumers. While reducing diesel fuel prices is at the top of the list of actions, three items on the list pertain to idling reduction. ATA would like the Federal Government to continue to fund the EPA SmartWay Transport Partnership because it encourages fuel-saving strategies. It would also like to have a suspension of the 12-percent Federal excise tax on APU's and have all the States grant a 400-pound weight exemption for APU's. ATA estimates that the trucking industry is currently on track to spend $135 billion on diesel fuel this year compared to $113 billion last year. The complete list of actions is at http://www.truckline.com/NR/exeres/3AEF2137-09F9-4830-9719-51240264A28D.htm.

New York State Agencies Launch Survey for Rest Areas

The New York State Thruway Authority and the New York State Motor Truck Association are spending $600,000 to study the rest area needs of the trucking community. The Truck Intercept Survey, sponsored by the New York State Department of Transportation (NYSDOT), will be conducted over the next 24 months at various public and private rest areas and truck stops on State highways. NYSDOT is looking for ways to improve the State's rest areas so that they can better support the trucking community.

The purpose of the Truck Intercept Survey is to interview truckers traveling on the New York State highway system to collect data on rest area needs, including which segments of the trucking community are being satisfactorily served; what types of services and amenities should be at current and future public and private truck stops, rest areas and travel plazas; and what other factors can help make sure that future facilities are well located to serve the trucking community and ensure safety and convenience of all travelers.

Information collected will be used to help transportation agencies better understand the unique parking and rest area needs of the trucking community and appropriately plan for these needs. NYSDOT and the Thruway Authority will use these data to develop policy on public and private sector roles and to guide future capital investments, infrastructure improvement projects, and decisions for locating and operating public rest areas.

Survey teams will seek participation from truckers at select rest areas in the Hudson Valley and throughout Upstate New York. All data collected will be kept confidential and will not contain any driver, vehicle or carrier identifications. Participation in the survey is optional. A similar effort is under way to survey the trucking industry in the New York City Metro area, under the sponsorship of the New York Metropolitan Transportation Council.

The 2-year State project will begin in late April. Data collection will initially take place at 15 sites over a 12 month period, with a second round of data collection occurring at 15 separate sites. The project is expected to be completed by spring 2010. Please go to http://www.empirestatenews.net/News/20080401-13.html for more information. *Source*: Joe Tario, NYSERDA

FMCSA Releases Studies on Hydrogen as a Fuel for Commercial Vehicles

Under the President's Hydrogen Fuels Initiative, the U.S. Department of Transportation (DOT) through the Federal Motor Carrier Safety Administration (FMCSA) implemented a 2-year project to determine the changes necessary to accommodate the use of hydrogen as a clean, alternative fuel in commercial vehicles. DOT envisions hydrogen as a near- or mid-term alternative fuel for commercial vehicles in two ways: (1) auxiliary power for refrigeration, lighting, and climate control to avoid diesel idling and (2) propulsion power in local, urban delivery trucks. DOT does not envision utilization of hydrogen for long-haul trucks at this time because the energy density of hydrogen does not favor hydrogen as a replacement for diesel fuel in

such operations. As a result of this the following DOT reports that have been published:

- *Guidelines for Use of Hydrogen Fuel in Commercial Vehicles*. Report No. FMCSA-RRT-07-020
- *System Safety Plan for Commercial Vehicles Using Hydrogen as an Alternative Fuel*. Report No. FMCSA-07-025
- *Changes to Consider in the Federal Motor Carrier Safety Regulations and North American Standard Inspection Procedures to Accommodate Hydrogen as an Alternative Fuel*. Report No. FMCSA-RRT-07-027

The above publications are now available on the FMCSA web site at http://www.fmcsa.dot.gov/facts-research/art-public-reports.asp.
Source: Quon Kwan, FMCSA

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 workplace and truck fleet managers and owner-operators are calculators to help determine the cost and benefits of installing and paying for idling reduction equipment. Included also is a site from Canada that quantifies the costs of workplace idling. Here are a few sites that might be of benefit to you. Any new entry this month is shown in red.

- Argonne National Laboratory (http://www.transportation.anl.gov/pdfs/TA/361.pdf)
- **Authotherm (**http://www.autothermusa.com/idle_calc.html**)**
- 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)
- **Fraser Basin Council (**http://web.memberclicks.com/mc/page.do;jsessionid=d0301a

9d9869fa88bfd51e50592a377d5d48?sitePageId=40919&orgId=clcc)

- Kenworth (http://www.kenworth.com)
- Kohler Power Systems (http://www.kohlerpower.com/mobile/solutions/apucalculator.htm?sectionNumber=13361&nodeNumber=1&contentNumber=102)
- Natural Resources Canada **(**http://oee.nrcan.gc.ca/transportation/tools/calculators/Idling/idlingimpact-workplace.cfm?attr=16**)**
- Teleflex APU's (http://www.teleflexpower.com/tb_idle_calculator_usapu.php)
- Teleflex auxiliary heaters (http://www.teleflexpower.com/tb_idle_calculator_usheater.php)
- Thermo King (http://www.thermoking.com/tripac/)
- Webasto (http://www.techwebasto.com/calculators/heater/heater_fuel_calculator_us.htm)

Please let us know if you are aware of other sources that the readers of this newsletter might want to know about.

Summary of State Anti-Idling Regulations

The most up-to-date lists of anti-idling regulations in States and municipalities, updated in January 2008, 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 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://www1.eere.energy.gov/cleancities/financial_opps.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 Locations of Electrified Parking Spaces

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 34 States. Both IdleAire and Shorepower Technologies installations are listed in this locator. For more information, please go to http://www.eere.energy.gov/afdc/vehicles/idle_reduction_stations.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. Red indicates a new entry compared to the previous month.]

State	Bill	URL	Status
Arkansas			As of April 23, 2007, the 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).

State	Bill	URL	Status
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/billtracking/bills071/bills/hb488.htm	Died in 2007upon adjournment due to no final vote in the Senate.
New Mexico	SB 496, Weight Distance Tax & Penalties Enforcement, §9D	http://legis.state.nm.us/lcs/_session.asp?chamber=S&type=++&number=496&Submit=Search&year=07	Effective July 1, 2007.
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.
Washington		http://apps.leg.wa.gov/WAC/default.aspx?cite=468-38-073	Effective August 30, 2007.
Wisconsin	2007 Wisconsin Act 20	http://www.legis.state.wi.us/statutes/Stat0348.pdf	Effective October 26, 2007

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