



NATIONAL IDLING REDUCTION NETWORK NEWS

May 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_Preview_Approval_Application.pdf
U.S. Environmental Protection Agency (EPA)	Region 5 Clean School Bus USA	\$700,000	June 22, 2007	http://www.epa.gov/midwestcleandiesel/grants/csb-rfp07.pdf
	Region 3 Clean School Bus USA	\$680,000	June 26, 2007	http://www.epa.gov/reg3artd/diesel/news.htm
Wisconsin Department of Commerce	Diesel Truck Idling Reduction Grant Program	\$1 million starting July 1, subject to legislative approval	Applications accepted starting July 1, 2007	http://commerce.wi.gov/dieselgrantprogram
U.S. Department of Agriculture	Conservation Innovation Grant for Rhode Island	\$178,000	July 6, 2007	http://www.grants.gov/search/search.do?mode=VIEW&oppld=14279
EPA	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 5	Midwest Clean Diesel Leadership Awards	N/A	September 1, 2007	http://www.epa.gov/midwestcleandiesel/leadershipgroup/lqawards.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



Organization	Project	Funding	Deadline	Website
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

Meeting	Location	Date	Website or Contact
CARB Commercial Harbor Craft Workshop	San Pedro, California	June 27, 2007	http://www.arb.ca.gov/msprog/offroad/marinevess/harborcraft.htm
Transportation Research Board 32d Annual Summer Ports, Waterways, Freight, and International Trade Conference	Chicago, Illinois	July 7-9, 2007	http://gulliver.trb.org/news/blurb_detail.asp?id=7373
CARB Carl Moyer Program Guidelines Workshops	Sacramento, El Monte, and Fresno, California	July 9, 12, and 18, 2007, respectively	http://www.arb.ca.gov/msprog/moyer/2008guideline_updates.htm
CARB Draft Rail Yard Health Risk Assessments and Potential Mitigation Measures Meeting	TBD	July 11, 2007	http://www.arb.ca.gov/railyard/community/community.htm
U.S. Department of Energy (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



Meeting	Location	Date	Website or Contact
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

PRESENTATIONS FROM MEETINGS

Meeting	Location	Date	Website or Contact
CARB Shore Power Workgroup Meeting	Long Beach, California	March 20, and June 1, 2007	http://www.arb.ca.gov/ports/shorepower/shorepower.htm
Alternative Fuels & Vehicles Conference + Expo 2007	Anaheim, California	April 1-4, 2007	http://www.afvi.org/2007ConferencePresentations/index.html
CARB In-Use On-Road Diesel Vehicle Workshop	Sacramento and El Monte, California	April 11 and 17, 2007, respectively	http://www.arb.ca.gov/msprog/onrdiesel/presentations.htm
Workshop on Innovative Funding for Clean Diesel Initiatives	Philadelphia, Pennsylvania	April 23-24, 2007	http://www.dieselmideatlantic.org/diesel/events/2007_04DieselFundPres.html
CARB Commercial Harbor Craft Emissions Inventory	Sacramento, California	April 24, 2007	http://www.arb.ca.gov/harborcraft
Tri-State Idle Reduction Conference	Willowbrook, Illinois	May 10, 2007	http://www.smartidle.com/conference.html



AWARDS AND RECOGNITION

FHWA Makes Awards for Environmental Excellence

In response to its solicitation for awards for environmental excellence in transportation, the Federal Highway Administration (FHWA) recently made 13 awards in 12 separate categories. The recipients were selected from 174 entries from around the Nation. In the category of Air Quality Improvement, Sharon Banks, CEO of Cascade Si-

erra Solutions, was the winner for the project "I-5 Corridor: Saving Fuel and Reducing Pollution" project. More information about the winners and the awards is available at

http://www.fhwa.dot.gov/environment/eea2007/air_quality.htm.

Source: Diane Turchetta, FHWA

EPA Clean Air Awards Acknowledge Idling Reduction Activities

EPA's 7th Annual Clean Air Excellence Awards recently recognized 13 businesses, organizations, and individuals from 75 applicants from around the country for outstanding accomplishments in reducing air emissions. The Clean Air Excellence Awards program is broken into five categories, including one for Clean Air Technology and another for Transportation Efficiency Innovations. RailPower Hybrid Corporation of Erie, Pennsylvania, received recognition in the Clean Air Technology category for its ultra-clean hybrid switcher locomotives, while Lane Regional Air Protection Agency of Springfield, Oregon, received an award in the Transportation Efficiency Innovations category for its Everybody Wins program that helps truckers purchase auxiliary power units (APU's).

In addition, former Collin County (Texas) Judge Ron Harris was recognized for his outstanding individual achievement in helping to secure funding for the Texas Emission Reduction Plan (TERP), which now has over \$150 million to improve air quality in Texas. Some TERP monies have been used for truck stop electrification and to purchase APU's. TERP has more money to clean up diesel engine exhaust than all similar programs in the United States combined. More information is available at

<http://www.epa.gov/air/caaac/2006awar.html>,

<http://www.railpower.com>, and <http://www.lrapa.org/>.



REGULATORY NEWS

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
Kansas	SB 8, An Act Concerning Motor Vehicles	http://www.kslegislature.org/bills/2008/8.pdf	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	Awaiting report on revenue impact on Highway, General, and Law Enforcement Agency Reimbursement Funds.
Oregon	SB 223, An Act Relating to Exemption from Weight Limitations for Vehicles with Idle Reduction Systems	http://www.oregon.gov/ODOT/MCT/LEGISLATURE07.shtm/#SB223 APU weight allowance	Governor Kulongoski signed the bill on May 7, 2007, and it was effective immediately.

Vermont Bans School Bus Idling on School Grounds

Starting at the beginning of the 2007-2008 school year, school buses in Vermont will no longer be permitted to idle when they are parked on school grounds, except under special circumstances. Anti-idling signs

stating "Please turn off your engines for our health" will go to every school. The new law not only bans school buses from idling, but also does not preclude a local school board from restricting idling on



school grounds for all vehicles. School children learned a civics lesson as they lobbied the legislature for this restriction.

S.0013, The Idling of Motor Vehicle Engines on School Property, was signed into law on May 25, 2007. Please go to

<http://www.burlingtonfreepress.com/apps/pbcs.dll/article?AID=/20070526/NEWS02/705260304/1007/NEWS05> and <http://www.leg.state.vt.us/docs/legdoc.cfm?URL=/docs/2008/acts/ACT048.HTM> for more information.

Minnesota to Start New Retrofit and Loan Program

The Minnesota legislature has recently set up a one-time appropriation of \$2.4 million for the next 2 years to retrofit school buses State-wide and establish a loan program for small trucking companies to install equipment to reduce fuel consumption. SF 2096, an omnibus bill, establishes the use of funds for these purposes. Please go to

<http://www.revisor.leg.state.mn.us/bin/bldbill.php?bill=S2096.3.html&session=ls85> and http://www.landlinemag.com/todays_news/Daily/2007/Jun07/060407.htm/060707-01.htm for more information.

California Looks to Limit Reefers to 2001 and Newer Model Years

Use of refrigerated trailers, or “reefers,” will be limited in California as soon as December 2008 if the CARB has its way. Only reefers that are 2001 and newer will be allowed there, and as time goes on, restrictions will tighten. Models from 2002 will be excluded by 2009, and so on. Retrofits for these years will be allowed. CARB estimated last year that the cost of retrofitting or replacing trailers would be between \$2,000 and \$20,000.

Retrofitting of older reefers must reduce emissions by 50 percent for 2001 and older models, and 2002 and newer trailer retrofits must re-

duce emissions by 85 percent. California-based trucking companies are required to register their reefers and place identification numbers on the trailers. This ruling would also apply to all reefers that enter California, whether they are based there or not. However, before being implemented, the rule must be granted an exemption by the EPA from the Clean Air Act. More information is available at http://www.landlinemag.com/todays_news/Daily/2007/Apr07/043007.htm/043007-02.htm.



NEW REPORTS OF INTEREST

Source	Title	Website or Contact
CARB	<i>Draft Rail Yard Risk Assessments and Mitigation Measures</i>	http://www.arb.ca.gov/railyard/hra/hra.htm
Delaware Department of Transportation and the Center for Energy and Environmental Policy	<i>Investigating the Cost, Liability and Reliability of Anti-Idling Equipment for Trucks</i>	http://ceep.udel.edu/publications/energy/reports/ and search for this title
Diesel Technology Forum	<i>CMAQ Funded Diesel Retrofit Projects: A Guide to Understanding and Accessing the Congestion Mitigation and Air Quality Program</i>	http://www.dieselforum.org/policy-insider/cmaq/
DOE	<i>21st Century Truck Partnership Roadmap and Technical White Papers</i>	http://www1.eere.energy.gov/vehiclesandfuels/about/partnerships/21centurytruck/index.html
Emisstar	<i>Research of Three Supplemental Emissions Reduction Measures For Potential Implementation in the NYMTC Region</i>	http://www.emisstar.com/resources_research.php
EPA	<i>The Cost-Effectiveness of Heavy-Duty Diesel Retrofits and Other Mobile Source Emission Reduction Projects and Programs</i>	http://www.epa.gov/cleandiesel/publications.htm



Source	Title	Website or Contact
EPA	<i>Diesel Retrofit Technology: An Analysis of the Cost Effectiveness of Reducing Particulate Matter and Nitrogen Oxides Emissions from Heavy-Duty Nonroad Diesel Engines Through Retrofits</i>	http://www.epa.gov/cleandiesel/publications.htm
Oregon State University	<i>Fleet and Owner-Operator Capacity for Utilizing Idle Reduction Technology: A Report to the U.S. Environmental Protection Agency</i>	http://inr.oregonstate.edu/download/idle_free_final_report.pdf
Port of Seattle, Port of Tacoma, and Vancouver Port Authority	<i>Northwest Ports Clean Air Strategy</i>	http://www.portseattle.org/downloads/community/environment/NWCleanAirStrat_20070516.pdf

NEWS ABOUT PORTS

Pacific Northwest Ports Launch Effort to Reduce Maritime Emissions, Use Shore Power

The Ports of Seattle and Tacoma, Washington, along with the Port of Vancouver, British Columbia, have begun a coordinated program to reduce emissions from trucks, cargo ships, and other port yard equipment. The driver for this effort is the recently released *Pacific Northwest Ports Clean Air Strategy*, which lists sources and amounts of various types of maritime-related air pollutants.

For ocean-going vessels, the plan suggests the near-term use of cleaner fuels at berth and at anchor, use of shore power where available and evaluation at other cruise berths, and studying the feasibility of expanding shore power or infrastructure for other at-dock treatment of emissions. For the long term, there would be installation of ship-side or shore-side power at berth for cruise ships.



Among the measures proposed for cargo-handling equipment would be implementation of idling reduction education, technology, and policy programs to assure that everyone at the terminal is following the established anti-idling policies and procedures. Hybrid vehicles would be used as would alternative-fueled equipment.

Railroads would contribute to cleaner air by installing anti-idling equipment and education programs for railroad staff. Cleaner fuels would be used to reduce emissions along with demonstration projects of recapturing electricity during line haul. Electrification of switch yards would be evaluated.

The ports will continue to work together over the summer with their customers, tenants, and other stakeholders to iron out the details. The plan will be submitted in the fall to the Port of Seattle and Port of Tacoma Commissions and to the Vancouver Port Authority Board of Directors for final approval in December 2007. Further information is available at http://www.portseattle.org/news/press/2007/05_16_2007_30.shtml and the reference to the report listed in the above table on the preceding page.

Evergreen Launches Ever Safety

Mitsubishi Heavy Industries has launched the *Ever Safety*, the ninth of 10 7,024 20-foot equivalent unit (TEU) series ships built for Evergreen Line in Kobe, Japan. The ship will be delivered in October 2007 and will be put into transpacific service. This S-series ship is designed to minimize its impact on the environment during normal operations and in the unlikely event of an accident. Among its environmentally sensi-

tive characteristics is the ability to use cold ironing so that all ship-board generators are shut down while in port. The ship can switch to shore-side electricity while she is in port, thus minimizing pollution from diesel fuel. More information can be found at <http://www.cargonewsasia.com/secured/article.aspx?id=3&article=13153>.

TRUCK STOP ELECTRIFICATION

"Network Effect" Taking Hold for IdleAire, Losses Continue

For the first quarter of 2007, IdleAire Technology Corporation reported that it now has truck stop electrification (TSE) equipment at 108 locations in 29 States, revenues increased by almost 300 percent to \$6.5 million, and fleet utilization of its facilities increased to almost 87 percent. One goal of the company was to have a network of at least 100

locations, and that so-called "network effect" is taking hold in terms of increased utilization and visibility along high-volume freight delivery routes. The network had a total of 7,156 parking spaces as of March 31, 2007. Compared to 487,000 hours a year ago, hourly usage in-



creased over 400 percent to 2.6 million hours in the first quarter of 2007, yielding a fuel saving of 2.5 million gallons.

IdleAire also announced a strategic alliance with J. J. Keller & Associates, a company that provides commercial driver and safety-related training. Having the option of attending training classes in one's cab affords the driver to opportunity to brush up on driving skills without having to return to his or her company headquarters for that purpose. A benefit to IdleAire is that it also increases utilization of parking spaces at travel centers.

For the 3 months ending on March 31, 2007, IdleAire reported net revenues of \$6.5 million, a 291-percent increase over net revenues of

\$1.7 million for the same 3 months last year. Operating expenses increased \$13.5 million, or 172 percent, for the 3 months ending on March 31, 2007, compared to the same period in 2006, due principally to increases associated with the "net" addition of 83 new sites and increased corporate overhead. The company announced that it expects to continue to incur net losses for the near future as it accelerates building and opening new sites. The net loss for the 3 months ending on March 31, 2007, was \$21.9 million, compared to a net loss of \$11.9 million for the 3 months ending on March 31, 2006; this increase was principally due to costs associated with the network deployment and the related net interest expense. More information is available at

http://www.idleaire.com/newsroom/releases/05_14_2007.jsp.

NEWS ABOUT RAILROADS

GE Introduces Hybrid Road Locomotive

General Electric Company (GE) recently unveiled a prototype hybrid road (not switcher) locomotive in Los Angeles, California. The 4,400-hp Evolution Hybrid diesel-electric locomotive uses batteries to capture and store energy dissipated during dynamic braking. The energy stored in the batteries is then used to help the train accelerate from a stop, reducing fuel consumption and emissions by up to 10 percent compared to most of the freight locomotives in use today. The energy dissipated in braking a 207-ton locomotive during the course of 1 year is enough to power 160 households, according to GE.

The Evolution Hybrid is the first hybrid locomotive designed for long-distance travel and uses a new type of lead-free rechargeable batteries. More work will be conducted on improving the batteries and control systems before offering pre-production units to customers for field validation. The technical development of the energy storage system modules, the energy management system, the locomotive consist manager, and the trip optimizer were a result of cost-sharing between DOE and GE. For more information, please go to http://home.businesswire.com/portal/site/ge/index.jsp?ndmViewId=news_view&ndmConfigId=1001109&newsId=20070523005908&newsLang=en&vnsId=681.



Idling Locomotives Anger Local Residents in 3 States

Three localities have sought solutions to the idling of locomotives in their neighborhoods. Residents complain about noise, poor air quality, and vibrations given off by the trains. Below are examples of situations where the residents have tried to regain peace, quiet, and good air:

Pan Am Railways (aka Guilford) Continues to Idle in Massachusetts. According to residents of Andover, Massachusetts, Pan Am Railways, formerly known as Guilford Rail System, is still idling its locomotives there. Residents have not yet benefited from Guilford's claim that the company is planning to install idling reduction equipment on its freight trains. Problems with trains idling in Andover have gone on since 1998 and culminated in a law suit in Federal District Court in April 2005 (please see November 2006 issue of this newsletter for more information). The railroad agreed to install APU's on all 105 locomotives over the next 4 years at the rate of 2 locomotives per month. More information can be found at http://www.eagletribune.com/local/local_story_147093823.

NJ Transit Trains May Cease Idling in New York State. As a follow-on to the situation mentioned in the April 2006 issue of this newsletter, residents unhappy with New Jersey Transit (NJ Transit) trains idling in the Woodbine train yard in Spring Valley, New York, have received some assistance from scientists at Columbia University's Lamont-Doherty Earth Observatory. The scientists used leftover grant money from the National Institute of Environmental Health Sciences in May 2006 to examine air quality near the train yard. Their tests

showed a direct correlation between poor air quality and the nights when the trains are left idling.

EPA has joined it, pledging help to find a solution and pointing out the technologies available to reduce the need to idle 10 locomotives in the rail yard. In addition, EPA is asking that NJ Transit come up with a timetable or plan to reduce any idling. NJ Transit is also showing "good cooperation," according to articles in *The Journal News*. The full articles are at

<http://www.thejournalnews.com/apps/pbcs.dll/article?AID=/20070506/NEWS03/705060413/1019/SPECIAL02>,
<http://www.nyjournalnews.com/apps/pbcs.dll/article?AID=/20070520/NEWS03/705200415> and
<http://www.nyjournalnews.com/apps/pbcs.dll/article?AID=/20070524/OPINION/705240332/1151>. Source: Joe Tario, NYSERDA

Freight Train Idles for More than 13 Hours in Illinois. A train of mostly tanker cars idled in Justice, Illinois, angering many residents who lived near the tracks. They were unhappy not only about the soot and the smell, but the lack of knowledge of exactly what the tank cars contained and possible security issues. CN and Burlington Northern Santa Fe (BNSF), which respectively own the tracks and the train, said the incident was not their fault. They blamed the situation on the Federal Hours of Service for train crews and full freight yards in Chicago. One reason locomotives idle is to power a compressor that keeps the air brakes functioning, even while the train is disabled to keep it from moving. More information is available at <http://www.dailysouthtown.com/news/391677,train-518.article>.



SCAQMD to Appeal Federal Ruling Barring Limits to Idling Trains

The South Coast Air Quality Management District (SCAQMD) plans to appeal the April 2007 Federal District Court ruling striking down three SCAQMD rules aimed at reducing diesel emissions from idling locomotives. The District Court decision resulted from a lawsuit (#CV06-1416) filed by Union Pacific Railroad Company, BNSF Railway Company, and the American Association of Railroads against SCAQMD in March 2006. SCAQMD had held that it had the authority to limit locomotive idling to 30 minutes and require the railroads to track idling times. The air-quality agency also wanted the railroads to assess the

health risks of residents living near the 19 rail yards in Southern California. The Federal judge sided with the railroads in agreeing that SCAQMD had no authority to regulate what is pre-empted by Federal regulations protecting interstate commerce. More information is available at http://www.pe.com/localnews/transportation/stories/PE_News_Local_B_rail19.9e7245.html and <http://www.aqmd.gov/news1/2007/AppealRailroadDecision.html>.

OTHER NEWS OF INTEREST

Washington National Cathedral Opens First Underground Garage in D.C.

There has long been a shortage of parking for tourists and worshippers at the Washington National Cathedral in Washington, D.C. A new, \$34-million underground garage for both tour buses and automobiles has recently opened. The bus garage is driver friendly, accommodates 18 tour buses, and features restrooms and a lounge for drivers.

As the Washington, D.C., area is often viewed as the tour bus capital of the United States, idling of tour buses is increasingly a problem. The National Cathedral attracts about 180,000 visitors each year by bus, thus making it a major tourist area. Taking idling buses off the local streets will allow not only for better pedestrian safety but better air quality for the residents. More information can be found at http://www.episcopal-life.org/81803_85882_ENG_HTM.htm.

SmartWay Certified Trucks Now Available

Certain models of Freightliner, International, Kenworth, Mack, Peterbilt, and Volvo trucks have been designated as SmartWay Transport Partnership trucks. These trucks are equipped with 2007 EPA-compliant engines along with the SmartWay Upgrade Kit, which in-

cludes idling reduction devices, such as auxiliary power units (APU's); generator sets; direct-fired heaters; battery-powered heating, cooling, and ventilation systems; or automatic engine start/stop systems. EPA plans to set more ambitious performance targets for the Smart-



Way-recognized tractor-trailer combination in the future. EPA is also developing guidelines for recognizing other vehicles such as delivery vans, in which hybrid technology can dramatically improve fuel efficiency. Please go to

<http://www.epa.gov/smartway/documents/420f07033.htm> for the detailed specifications and information on becoming a SmartWay partner. *Source:* Paul Bubbosh, EPA Headquarters

TTI and EPA Launch Website to Advance TSE

Researchers at the Texas Transportation Institute (TTI) have finished the first phase of a 3-year project for the EPA SmartWay Transport Partnership designed to help reduce impact of idling long-haul trucks on the environment. EPA estimated that these trucks waste 300,000 gallons of diesel fuel in unnecessary idling every day, causing an estimated 500 tons of nitrogen oxides to be released into the atmosphere.

The TTI project resulted in a nationwide deployment strategy for truck stop electrification (TSE) and a user-friendly web tool that pinpoints

ideal locations for this technology. The project identified 15 major truck corridors along the U.S. interstate system and ranked them in terms of potential for TSE. The web tool generated from the TTI project enables users to zoom to a map of a State, corridor, or a specific zone within the corridor. Information about that area is on screen, including the truck stops in the zone that can be converted to TSE locations. The web tool is located <http://tse.tamu.edu/>. For more information, please contact Joe Zietsman (zietsman@tamu.edu or 979-458-3476) at TTI. *Source:* Paul Bubbosh, EPA Headquarters

CTA Looks for Incentives for "Green" Trucks

The Canadian Trucking Alliance (CTA) is seeking support from its industry suppliers in its attempt to lobby for a new initiative called the enviroTruck program. This program would seek tax credits and/or other financial incentives from the Canadian government for the purchase or lease of new trucks equipped with the 2007 engines, which meet clean environmental standards in the United States and Canada. These new engines can cost as much as \$10,000 more than pre-2007 engines.

For the purpose of this initiative, the "green" trucks would also be equipped with APU's and other devices similar to those in the U.S. EPA SmartWay Upgrade Kit. They would also have speed limiters and allow for double trailers. More information is available at http://www.cantruck.com/news/news/2007/ctapr_2007_06_04_163117_rt.php3 and <http://www.todaystrucking.com/news.cfm?intDocID=18005>.



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>)
- 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, Na-

tional 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.

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