U.S. Department of Energy
Energy Efficiency and Renewable Energy
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NATIONAL IDLING REDUCTION NETWORK NEWS

September 2006

SOLICITATIONS FOR FUNDING AND AWARDS

Organization	Project	Funding	Deadline	Website
U.S. Environmental Protection Agency (EPA) Region 3	Mid-Atlantic Diesel Collaborative	$300,000	October 30, 2006	http://www.epa.gov/region03/grants/RFP_Diesel_Collaborative_R3APD.pdf
Federal Highway Administration (FHWA)	Pilot program for State and local governments to create more long-term parking spaces for trucks on or near the National Highway System	$5.385 million	November 27, 2006	http://a257.g.akamaitech.net/7/257/2422/01jan20061800/edocket.access.gpo.gov/2006/pdf/E6-14254.pdf
EPA Region 8	Region 8 Clean School Bus USA	$415,000 with 5-percent cost share	November 30, 2006	http://www.epa.gov/region8/air/Reg8CSBRFP2006Rev3.pdf
	Rocky Mountain Clean Diesel Collaborative	$100,000		http://www.epa.gov/region8/air/NCDCRFP2006Rev3.pdf
New York State Energy Research and Development Authority (NYSERDA)	Advanced vehicle R&D for new product development and for the siting or expansion of manufacturing facilities to produce innovative on-road vehicle components or systems in New York State	$5 million	February 21, 2007	http://www.nyserda.org/includes/funding_content_pop.asp?i=PON%201090

SOLICITATION AWARDS

DOE Clean Cities Funds Idling Reduction Training, Awareness for School Districts

The U.S. Department of Energy (DOE) Clean Cities program has selected two projects for its Idle Reduction Training and Awareness for School Districts topic area. These projects will develop and implement comprehensive school bus driver, student, faculty, and parent education and awareness programs to eliminate or reduce idling of school buses in school districts.

Salt Lake City Clean Cities Utah Clean Cities Coalition. This $100,000 award will create and disseminate a model idling-reduction program that can be easily replicated by school districts across the country to help them reduce petroleum consumption, save on fuel costs, minimize harmful emissions, and protect children's health. This project includes the development of an idling-reduction curriculum, training in six partnership school districts in Utah and Nevada, and the dissemination of the school bus idling reduction model to schools nationwide. The current idling baseline will be established to determine the effectiveness of the program. Team members include the National Energy Foundation, the Nevada Office of Energy, the Environmental and Energy Study Institute, the National School Board Association, the Cache County School District, the Washington County School District, and the Salt Lake School District. The Coalition will provide a cost share of $115,000.

Association of Central Oklahoma Governments. This grant is a 50-50 cost share of $50,242 from DOE and $50,242 from the awardee. Funding will be used to conduct idling-reduction training and awareness for school districts in central Oklahoma. The project will include the development and demonstration of techniques to reduce fuel usage and harmful emissions, demonstration of the benefits of idling policies, publishing and presentation of project results including best practices and fuel savings realized, training of transportation directors, bus drivers and key communicators, and dissemination of results to all Oklahoma school districts and school districts nationwide. Team members include the Oklahoma Department of Environmental Quality and the Choctaw Nicoma Park Public Schools. Clean Cities partners include Central Oklahoma. *Source*: Dennis Smith, DOE Clean Cities

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Pennsylvania Small Business Advantage Program Succeeds Too Well

As of September 7, 2006, Pennsylvania's Small Business Advantage Program had already exhausted its funding for the fiscal year that had begun on July 1, 2006. Small Business Advantage is a highly successful grant program from the Department of Environmental Protection (DEP) that provides 50-percent matching grants, up to a maximum of $7,500, to enable a Pennsylvania small business to adopt or acquire energy-efficient or pollution prevention equipment or processes. As in the past, trucking companies and independent truckers have used program as a source of grants to purchase auxiliary power units (APU's). Of the $373,554 available in this round of grants, almost 42 percent of the funding, or $156,380, was used to cost-share the purchase of APU's. For more information, please go to

http://www.ahs.dep.state.pa.us/newsreleases/default.asp?ID=4190.

Source: Arleen Shulman, Pennsylvania DEP

TCEQ Announces TERP Grants

The Texas Commission on Environmental Quality (TCEQ) Texas Emissions Reduction Plan (TERP) Program recently released its list of projects recommended for $78.4 million in funding from the latest Emissions Reduction Incentive Grants Program Request for Applications, which closed on July 7, 2006. Applicants were from the Houston-Galveston-Brazoria, Dallas-Fort Worth, and Beaumont-Port Arthur areas. Of the 283 awards that TERP made, 12 were for APU's for trucks, and the total funding awarded for APU's was $71,814. Further information is available at http://www.terpgrants.org or (800) 919-TERP (8377).

New Jersey Receives $2.1 Million for Diesel Emissions Reduction

EPA Region 2 recently awarded $2.1 million to the State of New Jersey for four projects to reduce diesel emissions:

Truckers' Challenge -- On-Board Idling Reduction Devices ($750,000). An innovative trucking industry effort to purchase alternative energy sources and equipment to reduce idling and help truckers save on fuel costs. The New Jersey Department of Environmental Protection (NJDEP) will work with EPA and a New Jersey-based trucking association that represents short-haul motor carriers to purchase of APU's or bunk heaters.

Idle-Free Corridor -- New Jersey Turnpike Truck Stop Electrification Project ($1 million). This project will expand the infrastructure for truck-stop electrification in New Jersey by electrifying parking spaces at a truck stop along the New Jersey Turnpike.

Diesel Risk Reduction Project -- Analysis of In-Cabin School Bus Emissions ($215,000). This study will determine how effective retrofits are in reducing fine-particle pollution inside school buses. The results of the analysis will provide scientific direction for an upcoming legislated statewide mandatory retrofit program for certain diesel vehicles, including school buses.

Idling Minimization Outreach Project ($135,000). This outreach campaign will discourage unnecessary idling of engines throughout New Jersey, particularly targeting the trucking industry. The outreach campaign will, for the first time, focus on idling transit buses and idling passenger vehicles at New Jersey's many tourist attractions. The campaign will also train police in New Jersey on how to effectively enforce the State's 3-minute limit for engine idling. *Source*: http://yosemite.epa.gov/opa/admpress.nsf/7144dd430c47561885257018004c77a3/7c3309b33a632ed5852571f00054d79f!OpenDocument

North Texas Truckers Receive EPA Grant to Save Fuel, Reduce Emissions

EPA's SmartWay Transport Partnership awarded a $300,000 grant to the North Central Texas Council of Governments (NCTCOG) to test the SmartWay Upgrade Kit on local long-haul delivery routes to reduce truck emissions and save fuel. NCTCOG will use the grant to work with transport companies to test the equipment on 30- 50 trucks.

The SmartWay Upgrade Kit comprises five fuel-saving and emission reduction technologies. It typically consists of an idling reduction technology, low rolling resistance tires, improved aerodynamics, a diesel fuel oxidation catalyst, and a particulate matter (PM) filter. In tests, these kits can reduce fuel consumption by 10-15 percent. They also reduce pollution from carbon dioxide and nitrogen oxide emissions by 10-15 percent and PM by 25-90 percent. More information is available at http://yosemite.epa.gov/opa/admpress.nsf/4d84d5d9a719de8c85257018005467c2/50167c009d5044e4852571ff0054ff43!OpenDocument.

UPCOMING MEETINGS

Meeting	Location	Date	Website or Contact
Cascade Sierra Solutions Information Meeting	Eugene, Oregon	October 30, 2006	Sharon Banks, sharon@cascadesierrasolutions.org
Society of Automotive Engineers Commercial Vehicle Engineering Congress	Rosemont, Illinois	October 31-November 2, 2006	http://www.sae.org/events/cve
Rocky Mountain Clean Diesel Conference	Denver, Colorado	November 1-2, 2006	http://www.cleanairfleets.org/conference.html
Workshop on Innovative Funding on Clean Diesel Initiatives	Albany, New York	November 8-9, 2006	http://marama.org/calendar/events/2006_11DieselFund.html
EPA West Coast Diesel Collaborative Fall 2006 Diesel Emissions Reduction Funding Forums	Oakland, Fresno, and Sacramento, California	November 6, 7, and 8, 2006 (respectively)	http://www.westcoastdiesel.org/index.htm
Pacific Ports Air Quality Collaborative, First International Conference on Port Clean Air	Los Angeles, California	December 13-15, 2006	http://www.ppaqc.org/eng_conf_info.htm

Policies and Strategies			
2007 Clean Heavy-Duty Vehicle Conference	Los Angeles, California	February 13-15, 2007	http://www.cleanheavyduty.com

REGULATORY NEWS

DNREC Gets Serious about Truck and Bus Idling

As of September 1, 2006, Delaware began enforcing a 3-minute anti-idling regulation. The target vehicles are tractor-trailers, school buses, delivery vans, and other heavy vehicles. Under the rules, drivers of vehicles 8,500 pounds and over face fines of $50 to $500 for first offenses if caught idling for longer than 3 minutes, with some exceptions. Penalties for subsequent offenses can range from $500 to $1,500. Delaware Department of Natural Resources and Environmental Control (DNREC) officials approved the idling restrictions in April 2005 and will have primary responsibility for its enforcement.

School bus drivers can idle for up to 5 minutes during pickups, while a 15-minute window is allowed when the weather is below freezing; limits are waived when temperatures dip below -10°F. There are also exemptions for emergency vehicles and drivers using truck sleepers who need power for air-conditioners or other systems if they would have to drive more than 25 miles to reach an outside power source.

According to the August/September issue of Land Line Magazine, Delaware does not offer any type of incentive, grant, or tax-break program specifically designed for truckers to purchase anti-idling technologies, such as APU's.

Citizens can report idling violations by calling Delaware's 24-hour Environmental Complaint Line in-state at (800) 662-8802. Verizon wireless cellular phone users can lodge a complaint by calling #DNR. Exceptions are listed at http://www.dnrec.state.de.us/air/aqm_page/docs/pdf/REG_45.pdf or by calling (302) 739-9402. For more information, please go to http://www.delawareonline.com/apps/pbcs.dll/article?AID=/20060901/NEWS/609010352, http://www.awm.delaware.gov/awm/newsStory.asp?PRID=2183, and http://www.truckflix.com/news_article.php?newsid=4177.

Wisconsin Summarizes Idling Reduction at Construction and Distribution Sites

The Wisconsin Bureau of Equity and Environmental Services commissioned a study from CTC & Associates on States' regulation of the idling of on- and off-road diesel equipment on construction projects and the idling of diesel trucks at distribution/warehouse facilities. Below are some of their findings:

Overview:

- Model State Idling Law. EPA has issued a Model State Idling Law document to provide guidance for States for use in developing their own anti-idling regulations.
- Emission Reduction Incentives for Off-Road Diesel Equipment Used in the Port and Construction Sectors. A number of States are adopting laws that limit vehicle and equipment idling; enforcement of these anti-idling regulations reportedly varies widely.
- Status Report on Clean Mobile Source Diesel Initiatives in the Northeast States and Eastern Canadian Provinces. A number of States in the Northeast report considerable success with anti-idling initiatives through education, rather than enforcement.

Idling at Distribution Facilities:

- Illinois Approves Idling Restrictions. Violators would face a fine of $50 for a first offense; a second or subsequent offense within any 12-month period would bring a $150 fine.
- Maricopa County, Arizona, Vehicle Idling Restriction Ordinance. Distribution center owners or operators are required to erect and maintain a permanent sign at least 12” X 18” in size that indicates the maximum idling time allowed in the county, fines, and a phone number for further information.

Idling at Construction Projects:

- Connecticut Clean Air Construction Initiative. Truck staging zones will be established for diesel-powered vehicles waiting to load or unload materials. The zones will be located where diesel emissions will have the least impact on abutters and the general public. Idling will be limited to 3 minutes for delivery, dump trucks, and other diesel-powered equipment with some exceptions.
- Construction Equipment Operating Restrictions. TCEQ adopted a rule to restrict heavy-duty diesel construction equipment rated at 50 horsepower or more from operating from 6 a.m. through 12 p.m. from April through October, in an attempt to delay nitrogen oxides emission and limit ozone production.
- Cost-Benefit Analysis of Equipment Idling Reduction and Control on Construction Sites. EPA is partnering with the Associated General Contractors of America on a research effort to analyze the costs and benefits of equipment idling reduction and control on construction sites.
- Bay Area 2005 Ozone Strategy and Draft Environmental Impact Report – Summary. The Bay Area Air Quality Management District has drafted a control measure that would reduce emissions from the idling of diesel equipment through the voluntary adoption and enforcement of a model ordinance by local government agencies. Compliance by construction contractors could be promoted through informational materials provided by local governments, license renewals, and/or mailings.
- Clean Construction Equipment -- Voluntarily Accelerating Emissions Benefits. Cost-effective measures that provide immediate and significant reductions without requiring infrastructure change include retrofitting with pollution-control devices, replacing old engines, using low-sulfur fuel or fuel additives, and repairing/rebuilding existing engines (smoke testing programs). Idling restrictions for construction equipment may be applied through government contracts.

Further information is available at http://www.dot.state.wi.us/library/research/docs/tsrs/tsrdieselidling.pdf.

Idling Restriction Sought in Michigan, Other States Take Action

Michigan. More States continue to consider enacting anti-idling laws. According to *Land Line*, a bill in the Michigan Senate is intended to reduce unnecessary idling of large trucks; however, in most instances, drivers idling their trucks while sleeping or resting would be exempt from the rule. SB1406 would prohibit diesel-powered vehicles with gross vehicle weights of more than 8,000 pounds from stationary idling for more than 10 minutes per hour in areas that include Detroit and Ann Arbor. Exemptions would include situations when vehicles are stuck in traffic, required by law enforcement to stop, or when idling is necessary "to operate defrosters, heaters, air-conditioners, or other equipment solely to prevent a safety or health emergency." The operation of APU's needed to load, unload, mix, or process cargo and control cargo temperature are among the activities that are not included in the restriction. The idling rule would be waived when temperatures are less than 32°F or higher than 80°F.

Illinois. Governor Rod Blagojevich signed an anti-idling bill similar to Michigan's into law this summer. The new law prohibits stationary idling longer than 10 minutes per hour in areas that include Chicago and East St. Louis. It took effect July 1. While waiting to weigh, load, or unload cargo or freight, truckers will have their idling limited to no more than 30 minutes per hour, "unless they are in a line of vehicles that regularly and periodically moves forward." The idling rule will be waived when temperatures are less than 32°F or higher than 80°F. Truckers will also be allowed to operate defrosters, heaters, air-conditioners, or other equipment necessary "to prevent a safety or health emergency."

The idling prohibition will not apply when idling of trucks is required "to operate auxiliary equipment to accomplish the intended use of the vehicle." Examples specifically cited in the bill include "loading, unloading, mixing, or processing cargo; controlling cargo temperature, construction operations; lumbering operations; oil and gas well servicing or farming operations."

Rhode Island. Truck drivers soon will be prohibited from idling their engines for more than 5 consecutive minutes in any 60-minute period. The State Department of Environmental Management will have until July 1, 2007, to develop regulations to limit idling. Violators will face up to $100 fines. Subsequent violations will result in up to $500 fines. Exemptions include situations when vehicles are stuck in traffic, required by law enforcement to stop or "when it is necessary to operate defrosting, heating, or cooling equipment to ensure the health or safety of the driver or passengers or to operate auxiliary equipment; when it is necessary to bring the engine to the manufacturer's recommended operating temperature or when the engine is undergoing maintenance or inspection." The new law also clarifies that APU's and vehicles delivering fuel or energy products are not included in the restriction. *Source*: *Land Line*, September 19, 2006, http://www.landlinemag.com/todays_news/Daily/2006/Sep06/091906.htm#3

MANUFACTURERS' NEWS

Cummins Introduces Comfortguard™ APU System

The new ComfortGuard™ APU from Cummins is the engine manufacturer's first complete APU system for over-the-road trucks. The system combines the generator expertise of the company's Onan brand with tailored heating, ventilation, and air-conditioning (HVAC) components to power all hotel loads for comfort and convenience. The system is quiet and compact and offers a way to deal with anti-idling regulations and the high cost of diesel fuel. According to Cummins, this APU can pay for itself through reduced engine idling in about 18 months or less.

The ComfortGuard system's unique plug-and-play design reduces the cost of installation by up to one-half. Quick disconnects, pre-charged A/C lines, and compact dimensions allow system installation on most trucks in about a day. The system can be installed and serviced throughout the United States and Canada by the extensive network of Cummins distributors and authorized dealer service locations. The ComfortGuard system reduces wear and tear on truck engines and is designed to match the engine's oil change interval of 500 hours.

Unlike similar units that have to be mounted vertically, the ComfortGuard Cab Air condenser is designed to mount in any orientation – upside-down, right-side-up or lying flat on its back, it still delivers cool and comfortable air. Overall dimensions are 21" L X 24.5" D X 28" H, making it compact enough to mount behind fairings.

The ComfortGuard APU system is powered by a two-cylinder diesel engine – the same engine as used in many Onan RV generators. Weighing 375 pounds, the ComfortGuard APU system is within the allowable gross vehicle weight variance for tractor-trailers equipped with APU equipment. More information and complete specifications are available at ftp://ftp.cccinc.com/cummins/comfortguard. *Source*: Shawn Wasson, Cummins

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New Hybrid APU Introduced for Long-Haul Trucks

Aura Systems has announced the development of a hybrid APU system, which it calls "Gen-a-Sys." The hybrid system combines electric power generated from batteries and a small diesel engine that provides continuous power even during recharging of the batteries. The AuraGen patented Bi-Directional Power Supply allows the seamless transition from battery power to APU-engine-generated power automatically. Unlike other systems, the APU engine is only used during low battery power levels. *Source*: http://www.theautochannel.com/news/2006/09/13/021744.html and http://driversmag.com/news/091406_apu

APU Manufacturer Moves to Bigger Location, Anticipates Triple-Digit Growth

Auxiliary Power Dynamics, manufacturers of the Willis APU, recently completed its move to a new facility in Sparks, Nevada, which is five times bigger than Willis' previous location. According to the company, sales of the APU have increased by 400 percent in the last 6-8 months for several reasons: high fuel costs, enforcement of anti-idling regulations in the United States and Canada, a more comfortable and safer environment for the driver, a positive cash flow from the first month through a leasing program, and the added trade-in value of the device.

The Willis APU claims to deliver more heating and cooling capacity up to 33,000 BTU (British thermal units). Its three-cylinder, 18-hp Kubota engine is quiet, powerful, and inexpensive to maintain. At 350 pounds, it is also one of the lowest weight APUs on the market. More information is available at http://www.layover.com/cgi-bin/portal/printnews.pl/9689.html

New Position Created at RigMaster to Serve Customers

RigMaster Power Corporation has announced the appointment of Scott Shaw to the newly created position of Customer Support Manager, North America. In this role, Shaw's focus will be on the adoption and expansion of the company's customer support and quality assurance initiatives. The new appointment is in response to RigMaster's continued growth and follows closely behind its expansion into a second production facility based in Olathe, Kansas.

Scott brings to the organization over 25 years of experience in the Customer Support field. Scott assumes his new role.
Source: Amy Ergeter, RigMaster Power Corporation

SCHOOL BUSES

New York State School Buses Fleets Stop Idling at Warm-Up, Go Hybrid

High fuel prices have caused managers of some school bus fleets in New York State to look into ways to reduce their costs. According to the Albany *Times-Union*, 31 buses in the Ravenna-Coeymans-Selkirk (RCS) Central School District will benefit from having fuel-fired coolant heaters to reduce idling for early morning bus start-up. The New York State Energy Research and Development Authority (NYSERDA) has received funding from the U.S. Department of Energy (DOE) to purchase these heaters, which can either work on a timer or be manually turned on to preheat the bus fluids each morning. Given the idling time before installation of the heaters, the RCS Central School District expects to save as much as 30 gallons of fuel a day when these heaters are in use. Another benefit is the reduction of diesel

exhaust fumes. NYSERDA expects to be able to install these heaters on a second fleet later this year.
Other school districts are looking into purchasing hybrid school buses. Shenendehowa Central School District is planning on putting a diesel-electric hybrid school bus into operation in November 2006. The hybrid bus is expected to get almost 9 mpg, a 50-percent increase over the 6 mpg of a conventional diesel-powered school bus engine. However, its $160,000 cost is about twice the cost of a comparably sized school bus. For more information about what's going on in New York State, please go to http://www.rcscsd.org/Archives/news_ending_week_of_9.16/Fumes_solution_9.13.htm and http://timesunion.com/AspStories/story.asp?storyID=514114&category=REGION&BCCode=HOME&newsdate=9/5/2006. *Source*: Joe Tario, NYSERDA

CARB Seeks New Funding for Old School Buses

The 2006-2007 California budget provides $25 million to the California Air Resources Board (CARB) Lower-Emission School Bus Program to replace pre-1977 model year public school buses with new, lower emitting buses meeting the latest Federal motor vehicle safety standards. This funding could replace nearly all of the approximately 200 pre-1977 heavy-duty school buses that CARB estimates are still in use throughout California.

In addition, a Transportation and Air Quality Bond will be on the ballot for voter approval in the November 2006 statewide general election. If approved by the California voters, $200 million from the bond would be available for new school bus purchases and retrofits for eligible existing diesel school buses with the stipulation that the $25 million in 2006-2007 fiscal year funding be diverted to the purchase of low-polluting construction equipment. The $200 million would be appropriated in the 2007-2008 State budget next summer.

In preparation for replacing nearly all of the pre-1977 public school buses in California, and possibly a large number of pre-1987 school buses if the bond passes, CARB staff will be calling school districts using pre-1977 school buses to verify if these buses are still in their fleets. Please see http://www.arb.ca.gov/msprog/schoolbus/schoolbus.htm for more information.

CEC to Solicit Funding Applications for FY2005-2006 Program Funds

Starting the week of September 11, 2006, the staff of the California Energy Commission (CEC) began contacting the public school districts that own the 90 oldest school buses in California (in regions other than the Bay Area Air Quality Management District, the San Joaquin Valley Air Pollution Control District, and the South Coast Air Quality Management District) to solicit applications to replace these pre-1977 model year school buses. These buses are to be replaced in order of oldest bus first with 2005-2006 fiscal year Lower-Emission School Bus Program funds. Depending on actual bus prices, the

funds will replace approximately 90 buses, possibly all 1972 and older models. School districts owning any of the 90 oldest school buses to be replaced that are located within the Bay Area Air Quality Management District, the San Joaquin Valley Air Pollution Control District, and the South Coast Air Quality Management District should contact their local air district for more information. All other school districts owning any of the 90 oldest school buses should contact Mike Trujillo of the CEC at (916) 654-4566. For more information, please go to http://www.arb.ca.gov/msprog/schoolbus/2006/2006.htm.

NEWS ABOUT PORTS

Port of Long Beach to Try Out Hybrid Yard Hostlers

EPA recently presented a $300,000 grant to the Port of Long Beach to fund the development of hybrid-powered cargo-handling equipment and testing at one of the Port's container shipping terminals. The 2-year, $1.2 million project will research, develop, build, and test ultra-low emissions hybrid cargo-handling vehicles, known as "yard hostlers," to improve air quality. The project will test hybrid technology, which combines a clean source of power with a clean diesel engine for dramatic emissions reductions.

The Hybrid Yard Hostler Demonstration and Commercialization Project will be headed by the Port of Long Beach in partnership with the Port of Los Angeles. The testing will be at Long Beach Container Terminal's Pier F facility at the Port of Long Beach. Cargo-handling equipment manufacturer Kalmar Industries will integrate the cleaner hybrid system into the yard hostlers. CALSTART, a non-profit company that focuses on advancing cleaner technologies, is assisting in evaluation of the feasibility of the hybrid hostlers, looking at air quality impacts and fuel savings. Providing $300,000 in funds through the EPA for this project, the West Coast Collaborative, an integral part of the National Clean Diesel Campaign, is a public private partnership working to reduce diesel emissions voluntarily up and down the West Coast.

Three of the hybrid yard hostlers will be operated and tested for 6 months at Long Beach Container Terminal. The hybrid vehicles would use either a hybrid-electric system to combine the cleanest available diesel engine technology with an electric motor, or a hybrid-hydraulic system that would combine the cleanest available diesel engine technology with components that use hydraulic fluid compression to store energy. The hybrid technology is expected to reduce or eliminate emissions during idling, which can represent more than 50 percent of the yard hostler duty cycle.

In addition to the $300,000 award from the EPA's West Coast Collaborative, the two ports have agreed to contribute $375,000 each in funding and services toward the project. Kalmar, Long Beach Container Terminal and the hybrid technology supplier will provide an additional $150,000 in services. For more information, please go to http://yosemite.epa.gov/opa/admpress.nsf/9e50770d29adb32685257018004d06fd/d41e576493233f4e852571e10068d565!OpenDocument

Source: Lisa Fasano, EPA Region 9

POLB Approves "Green Lease" Construction Contract

The Long Beach Board of Harbor Commissioners on Monday, September 18, gave preliminary approval to a major construction contract that will begin environmentally friendly improvements under the Port's groundbreaking "green lease" terminal agreements. In May, the Board approved a 20-year lease with International Transportation Service, Inc., that calls for significant terminal improvements and equipment investments by the Port and ITS to achieve a 90 percent reduction in air pollutants at ITS' Pier G container cargo facility. The $45.8 million construction contract, conditionally approved Monday with Manson Construction Co. of San Pedro, will kick off the Pier G upgrades. Under the contract Manson Co. will begin building the necessary facilities to provide shore-side electricity, also known as "cold-ironing," to visiting ships. Shore-side electricity enables ships to shut down their diesel engines during their visits to the Port, for significant pollution reduction. Manson is tentatively scheduled to begin construction this fall and to complete its work by spring 2008. ITS is a subsidiary of Japan-based "K" Line, one of the world's leading shipping lines. For more information, please read http://www.polb.com/civica/inc/displayblobpdf2.asp?BlobID=3284.

NEWS ABOUT RAILROADS

Update on Implementation of Railroad Agreement with CARB

In July 2005, BNSF began implementation of the terms of its voluntary agreement with CARB to contribute to efforts based on the key principles of California's goods movement efforts. In the summer of 2006, BNSF submitted a report detailing the progress it has made in meeting the requirements of the agreement. Overall, BNSF has met all of the requirements for the first year:

- Installed idle-reduction devices on more than 33 percent of its unequipped intrastate locomotives
- Developed procedures, training, and other appropriate educational programs to implement idling reduction and visible emissions reduction procedures
- Agreed to retrofit a Southern California switch engine with a diesel particulate filter before the end of the year for external evaluation
- Continued to modernize its fleet – 2,800 new cleaner-burning fuel-efficient locomotives put into service in the last 10 years
- Established procedures to process and respond to community concerns
- Held community meetings at eight rail yards statewide
- Expect to achieve 99 percent of locomotive visible emissions compliance rate
- Implementing plans to comply with CARB's low-sulfur fuel requirement, which goes into effect in January 2007

In addition, BNSF is currently developing emissions inventories for all of its California rail yards and will submit data this fall. BNSF is committed to meeting the requirements of the CARB agreement and will continue to do so. For more information, please go to http://www.communitiesmatter.com/enewsletter/0906/.

OTHER NEWS OF INTEREST

Ohio Releases Its Vision of Secure Energy Future

Ohio University's Consortium for Energy, Economics and the Environment presented the findings of a 6-month study at an energy summit hosted by Senator George Voinovich (R-Ohio) on September 18, 2006. The report, "Ohio: Securing America's Energy Future," has several pages dedicated to issues associated with truck stop electrification (TSE) and idling reduction.

It mentions the fact that the Ohio Department of Development Office of Energy Efficiency won a $500,000 grant from the EPA SmartWay Transport Partnership to evaluate the emissions reduction potential of one or more TSE facilities in Ohio. The $400,000 was made available by a grant from the United States Environmental Protection Agency and is available to one or more businesses that supply and install truck stop electrification facilities. The successful bidders will have to equip up to 50 parking spaces with stationary anti-idling technology, collect and report data on its utilization participate in a case study about the effectiveness of the project and match the grant funds with at least 50 percent of the total project costs. Construction should be completed by Fall 2007, and data collection and evaluation of the facility (conducted with full cooperation of the TSE vendor) will continue, with a case study and final report due by the spring of 2008.

The report also proposes 12 policy options for Ohio to reduce idling of heavy vehicles, some of which are listed below:

- Establish a mandatory statewide idling reduction regulation for public transit systems, school buses, and other public fleets
- Adopt a mandatory statewide idling policy for commercial diesel--fueled vehicles
- Create an incentive for adoption of idle reduction technologies by establishing a revolving loan or lease-to-own program to assist fleets (public and private) with the initial purchase of idling reduction equipment.
- Develop a program to reduce idling from switchyard locomotives
- Require the Ohio Department of Transportation to mandate that all newly constructed public rest stops/truck stops include the electrical infrastructure necessary to meet the increasing demand of long-haul transportation on Ohio's roadways and air-quality requirements.

Source:
http://www.cleveland.com/news/plaindealer/index.ssf?/base/news/1158654616210350.xml&coll=2,
http://www.voinovichcenter.ohiou.edu/news/energy_summit_report.html, http://www.odod.state.oh.us/newsroom/2006pr/releases/1403.asp, and
http://www.voinovichcenter.ohiou.edu/news/Energy_Summit_Report.pdf

Wal-Mart to Reduce Fuel Use, Wins Energy-Saving Award

According to a report in the Arkansas News-Gazette, Wal-Mart expects to save more than 10 million gallons of diesel fuel this year by using new technology on its fleet. Installing APU's and high-efficiency generators on its trucks will allow for an idle-free experience for drivers. Wal-Mart seeks to improve its fuel efficiency by 30 percent over the next 4 years and double it in the next 10 years. *Source*: http://www.nwanews.com/adg/News/167891/

Wal-Mart has also won the Alliance to Save Energy 2005 Chairman's Award for its commitment to energy efficiency. While the Alliance award called out the company's efforts in the building sector, it also commended Wal-Mart for its goals of improving energy-efficiency in its fleets. *Source*: http://www.ase.org/content/news/detail/3345 and http://www.eere.energy.gov/news/archive.cfm/pubDate=%7Bd%20%272006%2D09%2D13%27%7D

DOE Seeks Input on Idling Reduction Education

As part of its ongoing efforts to educate truckers about the benefits of idling reduction, DOE's Argonne National Laboratory has prepared a worksheet to enable truck owners to estimate their savings and payback when using idling reduction equipment. Argonne would like potential users to try it and make any suggestions about how to make the worksheet easier to use and more meaningful to truck operators. The worksheet is valid for on-board equipment ranging from generators and auxiliary power units to fuel-fired heaters and battery-powered air-conditioners, and is also applicable to truck stop electrification. It allows owners to compare savings from alternative devices. The worksheet can be found at http://www.transportation.anl.gov/pdfs/TA/361.pdf. Please send any comments about the worksheet to Dr. Linda Gaines at Argonne (lgaines@anl.gov).

STANDARD FEATURES

New URL for Back Issues of National Idling Reduction Network News

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

Summary of State Anti-Idling Regulations

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

Incentives and Funding Opportunities for Idling Reduction Projects

The U.S. Department of Energy's Clean Cities program provides a listing of Federal and State programs that offer incentives and funding for idling reduction projects. Further information can be found at http://www.eere.energy.gov/cleancities/idle/incentives.html. Please let us know if the information needs to be changed or updated.

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

Clean Cities Web Site Now Offers TSE Locator

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

Editor

Terry Levinson, Argonne National Laboratory, (202) 488-2472, tlevinson@anl.gov