

NATIONAL IDLING REDUCTION NETWORK NEWS

April 2006



SOLICITATIONS

DOT Looking for Partner Universities to Tackle Nation's Transportation Challenges

The U.S. Department of Transportation (DOT) is inviting colleges and universities across the country to compete for approximately \$6 million in Federal transportation research funds. The 10 winning schools will be designated as Regional University Transportation Centers (UTC) for a 3-year period. Applications for the merit-based competition are due by Thursday, June 1, 2006, and DOT will make its selections by July 14, 2006. Once selected, the new UTC's will be expected to provide leadership in solving national and regional transportation problems facing the nation today. Application forms, instructions, and selection criteria can be accessed online at <http://utc.dot.gov> or <http://www.grants.gov>. The UTC program is administered by DOT's Research and Innovative Technology Administration.

Clean Cities Seeks Proposals for Idling Reduction Training and Awareness for School Districts

The U.S. Department of Energy's (DOE) Clean Cities Program is seeking proposals for projects that eliminate or reduce idling in school buses through the development and implementation of comprehensive driver education and awareness materials to reduce or eliminate idling. This area of interest is targeted at school bus drivers, fleet managers, and maintenance personnel of school districts as well as students, faculty, and parent-teacher organizations. The closing date for submittal to DOE is Thursday, June 8, 2006, and unlike previous years, all applications for grants and cooperative agreements responding to this request for proposals (RFP) need to be sent to <http://www.grants.gov>. DOE expects to make 1-3 awards ranging from no less than \$50,000 to no more than \$150,000, and cost-sharing is not required. The complete RFP is available at [https://e-center.doe.gov/iips/faopor.nsf/UNID/7570D5A0D105311F85257161005FFAA5/\\$file/Amendment+001+and+002.pdf](https://e-center.doe.gov/iips/faopor.nsf/UNID/7570D5A0D105311F85257161005FFAA5/$file/Amendment+001+and+002.pdf). For more information, please contact Jodi Collins at jodi.collins@netl.doe.gov.

Mid-West Diesel Initiative Releases \$575,000 RFP for Diesel Emission Solutions

Applications are due on Friday, June 16, 2006, for grants or cooperative agreements for a U.S. Environmental Protection Agency (EPA) Mid-West Diesel Initiative RFP. The RFP is for projects within the Region 5 States of Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin that will demonstrate effective emission control technologies and strategies, methods, or approaches to reducing diesel emissions. Projects may include, but are not limited to, a variety of emissions reductions solutions, such as add-on technology, engine replacement or rebuilds, and idle reduction technologies or strategies. There are six categories in which there are funding opportunities: ports, agriculture, rail, construction, truck-based freight, and public fleets. EPA anticipates make 2-10 awards of at least \$50,000. For more information, please go to

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<http://www.epa.gov/midwestcleandiesel/grants/mcdi-06-rfp.pdf>. Source: Jonathan Nichols, EPA Region 5

Mid-West Diesel Initiative Releases \$464,320 RFP for Clean School Buses

Also due on Friday, June 16, 2006, is another RFP from the Mid-West Diesel Initiative, but this one is for clean school bus retrofit and idling reduction strategies. This RFP is also for projects within Region 5 and requires a 5-percent cost share. EPA anticipates making 2-10 awards of at least \$50,000. For more information, please go to

<http://www.epa.gov/midwestcleandiesel/grants/csb-06-rfp.pdf>. Source: Jonathan Nichols, EPA Region 5

ETV Greenhouse Gas Technology Center Solicits Technology Vendors

Under contract to EPA, the Greenhouse Gas Center of the Southern Research Institute (SRI) is soliciting collaborators and vendors of on-board idling reduction technologies for medium- and heavy-duty diesel trucks for independent performance verification testing. Interested vendors and/or partners should contact Tim Hansen, SRI, at (919) 806-3456 or

hansen@sri.org. Source: <http://www.epa.gov/etop/news/>

UPCOMING MEETINGS

SAE Government/Industry Conference Highlights Diesel Partnership Programs and Offers Ride & Drive of Clean Diesel Vehicles

On Monday, May 8, 2006, the Society of Automotive Engineers (SAE) kicks off its annual 3-day Government/Industry meeting at the L'Enfant Plaza Hotel in Washington, D.C. One of the sessions will be dedicated to the multi-Federal agency 21st Century Truck Partnership, which is led by DOE; the DOE FreedomCAR and Fuel Partnership; and the EPA SmartWay Transport Partnership. Two of these partnerships include idling reduction of heavy vehicles as an important component of their efforts. In addition, there will be a Ride & Drive of almost 4 dozen light-duty and heavy-duty vehicles, including clean diesel passenger vehicles and Class 8 diesel-powered trucks that meet the 2007 engine emission standards. This part of the meeting will be held at RFK Stadium parking lots and is sponsored by SAE, DOE, and the Diesel Technology Forum. Transportation between the hotel and RFK Stadium will be furnished by clean diesel-hybrid Metrobuses. For further information, please go to <http://www.sae.org/events/gim/>.

Mid-Atlantic Clean Ports Workshop to Focus on Reducing Emissions from Vehicles and Emissions at Ports

Wednesday, May 10, 2006, is the date for the Mid-Atlantic Clean Ports Workshop in Philadelphia sponsored by the EPA Mid-Atlantic Diesel Collaborative, the North Atlantic Ports Association, the Philadelphia Regional Port Authority, the Clean Air Council, the National Association of Waterfront Employees, the Manufacturers of Emission Controls Association, and the Philadelphia Water Department. This free workshop at the Park Hyatt Hotel is aimed at employees of the maritime industry, such as terminal operators, ship pilots, longshoremen, and people associated with cruise, rail, trucking, and tug operations. Participants will gain in-depth knowledge of emission reduction strategies for port terminal operations with a focus on case studies, technology, and business needs. The agenda is

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available at <http://www.cleanair.org/portworkshop/Mid%20Atlantic%20Clean%20Ports%20Workshop%20Agenda.pdf>, and the workshop registration form can be found at <http://www.cleanair.org/portworkshop/email.php>. Please contact Sean Jacobs (sjacobs@cleanair.org) at (215) 567-4004 for more information. *Source:* Trish Koman, EPA Ann Arbor

CARB to Hold Workgroup Meeting on Emissions from Commercial Harbor Craft

The Commercial Harbor Craft Workgroup of the California Air Resources Board (CARB) will meet in Sacramento on Wednesday, May 17, 2006, from 9:30 a.m. to 12:00 noon PDT to discuss development of regulatory concepts for reducing diesel particulate matter (PM) and oxides of nitrogen (NO_x) emissions from in-use diesel-fueled engines on commercial harbor craft. If you are unable to attend, you may call in at (800) 369-2088, pass code 67149#; the leader's name is Todd Sterling. For more information, please see the notice at <http://www.arb.ca.gov/msprog/offroad/marinevevss/meetings/051706hcnotice.pdf>.

Managing Air Emissions from Ships to be Highlighted at AWMA Conference

The Air and Waste Management Association (AWMA) is sponsoring a conference on Managing Ship Emissions and Effluents: A North American Perspective in Vancouver, British Columbia, on May 22-24, 2006. Several speakers will be addressing the issues associated with reducing emissions at ports, including alternative approaches. More information is available at <http://www.awma.org/events/conf/CanShipEmissions/PrelimProgram.pdf>. *Source:* Brewster Boyd, Ross & Associates Environmental Consulting

AAPA to Host Seminar on Harbors, Navigation, and the Environment

The American Association of Port Authorities (AAPA) will also be having a meeting in Vancouver, British Columbia, but it will be on June 6-8, 2006. The Harbors, Navigation & Environment Seminar will have sessions on environmental solutions at terminals and technology breakthroughs. More information is available at http://www.aapa-ports.org/programs/seminar_agendas/06_HNE.pdf. *Source:* Brewster Boyd, Ross & Associates Environmental Consulting

Clean Technologies Forum to Feature APU's, Idling Reduction Equipment, and More

Many new technologies that offer the opportunity to stop idling and clean up the air will be available at the Clean Technologies Forum Workshop in Sacramento, California, on Thursday, June 8, 2006, from 9 a.m. to 3 p.m. The workshop includes a continental breakfast and a box lunch. A copy of the flyer for the workshop is at <http://www.airquality.org/mobile/cff/Events/20060608EventannouncementRev.pdf>. Space is limited, and RSVP's are needed by Friday, June 2, 2006, to jchan@airquality.org or (916) 874-6267. *Source:* Kristen Sipes, West Coast Diesel Collaborative

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PRESENTATIONS NOW AVAILABLE FROM MEETINGS

CARB Holds Statewide Rail Yard Agreement Public Meeting

CARB held its initial public meeting to discuss potential future emission control measures to reduce railroad emissions as part of the Statewide Rail Yard Agreement on April 25, 2006, in El Monte, California. Four presentations from that meeting are now available at <http://www.arb.ca.gov/railyard/ryagreement/ryagreement.htm#meetings>.

Some Presentations from CNANC Conference Now on Web

Presentations from some of the speakers at the California Marine Affairs and Navigation Conference (CNANC) Alternative Maritime Symposium last month are now on the conference web site for downloading. You can find them at <http://cmanc.com/web/upme.htm>.

ANNOUNCEMENT OF FINANCIAL AND NON-MONETARY AWARDS

Third Frontier Makes \$1 Million Award for Fuel Cell APU

Ohio's Third Frontier Fuel Cell Program recently awarded \$1 million to the Edison Materials Technology Center (EMTEC) for its Design for Manufacturability of TMI's SOFC System project, which will develop Technology Management, Inc.'s (TMI) small-scale solid oxide fuel cell (SOFC) platform into a complete auxiliary power unit (APU) for use in over-the-road heavy trucks. The prototype unit generates 1 kW by combining hydrogen with oxygen and includes a built-in device that makes hydrogen from diesel fuel with water as a byproduct, according to the Cleveland Plain Dealer. The plan is to build an APU that can produce 1-5 kW, which would then be able to supply enough power for a cab heater, an air-conditioner, and in-cab power for small appliances. Collaborators on this project include Technology Management, Inc.; Ricardo, Inc.; Precision Energy & Technology; Remy International; and W.W. Williams. For more information, please see *Transport Topics* of March 28, 2006, <http://www.tnews.com/members/topnews/0015049.html>, and http://www.thirdfrontier.com/06PressReleases/TFFCP_FY06_Press_Release_030706Final.pdf.

AMP Project Wins 1 of 16 EPA Clean Air Excellence Awards

EPA recently recognized the contribution of 16 projects from individuals, State and local governments, and organizations for their efforts to improve air quality. One project, Alternative Maritime Power (AMP) in the Port of Los Angeles, was recognized for its reduction in the levels of emissions that surround the port and communities by powering massive container ships with on-shore electricity. Through unique implementation of available technology and providing incentives such as up to \$810,000 toward the cost to install the necessary AMP equipment to steamship lines, the Port of Los Angeles's Alternative Maritime Power program greatly reduces air emissions in the area surrounding the port. For more information about this awards program, which was established in 2000 by EPA's Clean Air Act Advisory Committee, please go to <http://www.epa.gov/air/caaac/2005awar.html>.



Paul Abelson Wins Prestigious TWNA Award

One of the ablest writers in the field of reporting on news in the trucking world, Paul Abelson, has been awarded the Lifetime Achievement Award by the Truck Writers of North America (TWNA). Abelson, an award-winning technical editor for both *Land Line* and *Road King* magazines, has been writing technical articles for 20 years. He also contributes to the industry through his participation in the Technology and Maintenance Council, Society of Automotive Engineers, National Idling Reduction Planning Committee, Trucker Buddy International, and Truck Writers of North America. Only two other writers have been honored with this award. TWNA is the professional association of journalists covering commercial vehicles, with members in North America and three other continents.

REGULATORY ACTIVITIES

EPA Releases Model State Idling Law

On May 4, 2006, EPA released a model State idling law that is the product of five public workshops held last summer. This model law is for States and localities to consider adopting if they do not have one at this time or when they modify what they currently have in place. It is important to keep in mind that EPA is not promulgating any type of regulation regarding vehicle idling. EPA's role is limited to that of a facilitator to help create more consistent idling laws around the country that will achieve greater fuel savings, emission reductions, and compliance with such laws. For more information, please go to <http://www.epa.gov/smartway/idle-state.htm>. *Source:* Paul Bubbosh, EPA Headquarters

MassDEP Steps Up Anti-Idling Enforcement and Cites 10 Violators

The Massachusetts Department of Environmental Protection (MassDEP) has recently cited 10 truck operators – nine companies and a hospital – for keeping stopped vehicles running in violation of a State law that limits most engine idling to 5 minutes or less. MassDEP inspectors identified the violators during an enforcement sweep of neighborhood streets, shopping centers, truck terminals, and distribution facilities last fall in 10 communities: Boston, Cambridge, Dartmouth, Gardner, Montague (Turners Falls), New Bedford, Norwood, Quincy, Springfield, and Worcester. Twelve of 50 trucks observed were found to be idling too long during stops. Given weather conditions and how the trucks were being used at the time, MassDEP inspectors determined that running their engines for more than 5 minutes was “unnecessary” and therefore in violation of the idling law, which applies to both gasoline- and diesel-powered vehicles.

MassDEP is requiring the 10 truck operators it cited for violations to provide driver training so their employees will know what the law requires and how people's health can be affected by excessive idling. It includes exceptions for vehicles that are being serviced, making deliveries that require power for refrigeration, and operating power accessories. MassDEP, police departments, and local boards of health are empowered to enforce the state's idling restrictions.

The agency has also developed an Idling Reduction Toolkit to help Massachusetts' towns and cities combat air pollution from unnecessary vehicle idling. MassDEP is planning a

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second round of truck inspections over the next couple of months. More information can be found at <http://www.mass.gov/dep/public/press/truckidl.htm>. *Source:* Julie Ross, MassDEP

California Moves to Reduce Idling at Ports

In an effort to cut down on emissions, a bill in the California Senate would fine ports that cause truck drivers to wait more than 30 minutes while doing business with terminals in California. Under current California law, marine terminals that cause trucks to idle or queue for more than 30 minutes to load or unload can face fines. Sponsored by State Senator Alan Lowenthal, D-Long Beach, the bill would require marine terminals to operate in such a manner that doesn't cause trucks to wait – and idle – for more than 30 minutes outside terminal gates. Once inside the gates, the bill would also prohibit making truckers wait more than 30 minutes for a single transaction. Unloading and loading must be completed in 60 minutes. Lowenthal's bill starts the clock on the so-called 30-minute "turn time" from the moment a truck enters the first gate or queue at the terminal and does not stop the clock until that truck leaves the exit gate. Marine terminals found to be in violation would face a \$250 fine per occurrence. Any attempt by owners or operators of terminals to avoid or circumvent these requirements would result in a \$750 fine. Terminals would be exempted from the proposed rules if the delay is caused by certain specified events. A hearing on the bill, SB1829, is set for Monday, May 8, 2006, in the Senate Appropriations committee. *Source:* *Land Line*, April 11, 2006,

http://www.landlinemag.com/todays_news/Daily/2006/Apr06/041006.htm#3 and http://www.aroundthecapitol.com/billtrack/status.html?file=sb_1829_bill_20060426_status.html.

Revolving Loan Fund for TSE under Consideration in California

Another bill to benefit truckers, AB 2647, sponsored by State Assemblywoman Jenny Oropeza, D-Carson, would establish a revolving loan fund program to pay for truck stop electrification (TSE) and anti-idling truck cab technologies. According to a legislative analysis, the bill would also aid compliance with CARB's heavy-duty vehicle idling emission reduction requirements. It is also consistent with the mandate to reduce particulate emissions from heavy-duty diesel trucks. The bill has been re-referred to the Assembly Committee on Appropriations. *Source:* *Land Line*, April 11, 2006,

http://www.landlinemag.com/todays_news/Daily/2006/Apr06/041006.htm#3 and http://www.aroundthecapitol.com/Bills/AB_2647.

Washington State Creates Tax Credit for Auxiliary Power at Truck Stops

Effective June 7, 2006, Washington State will offer tax incentives to those who provide infrastructure and services to support the use of auxiliary power through on-board or stand-alone electrification systems at truck stops. A copy of the new law, SSB 6512, is available at <http://www.leg.wa.gov/pub/billinfo/2005-06/Pdf/Bills/Session%20Law%202006/6512-S.SL.pdf>.



REPORTS AND PUBLICATIONS

CARB Seeks Comments on Port Truck Report

The CARB staff report, "Evaluation of Port Trucks and Possible Mitigation Strategies," is now available for review at <http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm>. CARB is actively soliciting comments and suggestions by Friday, May 12, 2006, to Michael Miguel at (916) 445-4236. If you wish to follow the possible development of a port truck mitigation strategy (including possible workshops, workgroups, and other outreach efforts), please join the listserv 'Port Truck' at the following web site: <http://www.arb.ca.gov/listserv/porttruck.htm>.

CARB Approves Emissions Reduction Plan for Ports

At a recent meeting, CARB approved the "Emission Reduction Plan for Ports and Goods Movement in California," which lays out an approach to dramatically reduce the emissions associated with the movement of goods throughout the State, particularly with respect to diesel-powered ships, locomotives, trucks, harbor craft, and cargo handling equipment. The plan proposed strategies to reduce emissions from goods movement by 20-40 percent below 2001 levels by 2001. Pollution would be reduced by regulations, incentives from all levels of government, and individual efforts from the goods industry itself. CARB estimates that the cost of the plan would be \$6-\$10 billion over the next 15 years.

One key element of the plan is the focus on replacing older higher-emitting engines in trucks with newer engines. That would build on existing incentive programs already in place in the Ports of Long Beach and Los Angeles.

In related news, the Port of Los Angeles has announced that it will require all new lease agreements for companies renting real estate in the port to include emission-reduction provisions. They must provide AMP dockside to ships so that the ships can operate on-board electronics using the electrical grid instead of idling. Further information is available at <http://www.arb.ca.gov/gmp/gmp.htm>, http://www.landlinemag.com/todays_news/Daily/2006/Apr06/042806.htm#5, and http://www.arb.ca.gov/planning/gmerp/march21plan/march22_plan.pdf. *Source:* Shefali Ranganathan, Environmental and Energy Study Institute

MANUFACTURERS' NEWS

Kenworth Offers Clean Power™ System as OEM Equipment

Kenworth unveiled its Clean Power™ System, a battery-powered climate control system with the capability of providing engine-off heating and cooling, plus 110-V "hotel load" power to drivers for a full 10 hours, at the Mid-America Trucking Show in Louisville, Kentucky. The Kenworth T660 has aerodynamic styling and will be available for customer delivery with the new 2007 engines. Kenworth expects as much as an 8-percent improvement in fuel economy when this system is used during the truck driver's 10-hour federally mandated rest periods. The company also expects the payback period to be in months rather than years. For more information, please go to http://www.kenworth.com/6100_pre_mor.asp?file=1960 and <http://www.etrucker.com/apps/news/article.asp?id=52528>.

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Source: Joe Tario, New York State Energy Research and Development Authority (NYSERDA)

Major Trucking Firm to Spec Kenworth Clean Power™ System

Contract Freight, Inc. (CFI), which owns 2,100 trucks, will be spec'ing its new trucks with this system in anticipation of significant energy savings due to avoiding idling. CFI is a SmartWay partner and wants to clean up the air and reduce dependence on foreign oil. For more information, please see http://www.kenworth.com/6100_pre_mor.asp?file=1961. Source: Joe Tario, NYSERDA

Carrier Transicold Introduces First TRU with Built-In Electric Standby

The Mid-America Trucking Show was the site of the introduction of the Carrier Transicold Vector 1800MT, a multi-temperature unit offering what Carrier calls unprecedented system reliability and an estimated 30-percent reduction in maintenance cost for a trailer refrigeration unit (TRU). The Vector 1800MT is based on Carrier's patented Deltek™ hybrid diesel-electric technology. Carrier claims that this is the first TRU that has an integrated, built-in electric standby, which allows a parked unit to be plugged into an AC power source and eliminates the need to run the diesel motor. This TRU complies with regulations, including those in California. Carrier also claims that using operating on electric standby power saves 52 percent over the cost of running a diesel engine for high-speed mode and high-capacity demand. More information is available at <http://www.trucktrailer.carrier.com>. Source: Tom Cunningham, Carrier Transicold

Dometic Develops Non-APU Day Cab Cooling System

Dometic Environmental Corp. announced that it has introduced a new auxiliary air-conditioning system for day cabs that doesn't require a separate onboard diesel APU. The system, designed to reduce engine idling, includes an air-conditioning system, a DC-AC inverter, a high-capacity alternator, a thermostat control, and an optional shore-power plug to connect to electrical outlets at truck stops.

Dometic said it will offer a self-contained unit and a split-unit system. When the self-contained unit is installed in the cab, it can be located between the driver and passenger seats, or replace the passenger seat entirely. If a carrier wants to use the split format, the compressor is inside the cab, and the condensing unit is mounted underneath the carriage, the company said. The units are connected by refrigerant lines. For more information, please see <http://www.dometicenviro.com/downloads/DOM05015.pdf>. Source: *Transport Topics*, April 10, 2006, <http://www.ttnews.com/members/topNews/0015116.html#story5>

Peterbilt to Offer Two New Options to Reduce Idling

Peterbilt plans to offer its customers two new options that will help reduce fuel consumption starting later this year. One such option is a universal connection module that simplifies the installation of aftermarket APU's. The 12-V power comes pre-wired from the battery box to the module, allowing for the easy installation of aftermarket APU's in as little as 3 hours. Peterbilt also announced the availability of a new Comfort Class System, which is a battery-based power system that provides heating, cooling, and electrical power to the sleeper cab for up to 10 hours and reduces the need for idling. For more information,

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please see http://www.peterbilt.com/index_new_mor.asp?file=1954&archivedate=. Source: Joe Tario, NYSERDA

Freightliner Offers NITE Idle-Free Climate Control System

Century Class® S/T™, Coronado®, and Columbia® Class 8 models made by Freightliner can now be spec'd with the Bergstrom NITE (No-Idle Thermal Environment) system at the factory. The NITE system consists of a rechargeable battery system that supplies electricity to a hermetically sealed air-conditioning unit and an auxiliary heater. The batteries run the air-conditioner while less than 1/10 of a gallon of diesel fuel is needed to run the heater. The system weighs 345 pounds and can be controlled from inside the sleeper cab. For more information, please see <http://www.freightliner.com/news/press-release-detail.aspx?id=514>. Source: Joe Tario, NYSERDA

RAILROAD NEWS

Dow Takes Delivery of "Green Goats" Diesel Hybrid Locomotives

Through a partnership with the Texas Emissions Reduction Program (TERP) and RailServe, a developer of hybrid switcher locomotives, the Dow Chemical Company is currently using five 1,000-hp diesel hybrid locomotives, called "Green Kids," at its facility in Freeport, Texas. The chemical company will also take delivery of two 2,000-hp "Green Goats" by March 2007. These locomotives are used for switching or inside-the-facility transport of shipments coming or going out of the plants. Dow anticipates emissions reductions of up to 50percent over older switchers, a reduction of 30-50 in fuel use, reduced maintenance expenses, and reductions in noise at its largest production facility in the world.

Dow worked with TERP and locomotive owner and switching contractor RailServe to secure a grant to convert the former diesel locomotives to hybrids. By agreeing to a 5-year contract with its supplier, Dow helped RailServe meet a State requirement for the subsidy, facilitating the use of State money to help pay for the conversion costs of \$500,000 to \$750,000 per locomotive. For more information, please go to <http://www.news.dow.com/corporate/2006/20060322a.htm>. Source: Joe Tario, NYSERDA

NJ Transit Decreases Overnight Train Idling in Suffern

In an update to the situation in Suffern, New York, that was covered in the December 2005 issue of this newsletter, six of seven locomotives on New Jersey (NJ) Transit commuter trains are now idling less. According to *The Journal News* of April 14, 2006, all but one very old locomotive has been using ground power to run their engines during cleaning and servicing. However, only the smaller of each train's two engines, which controls the train's lights, air-conditioning, and heating, has been turned off. As a result, emissions and noise have been reduced by about one-third, but citizens in Suffern are not yet satisfied. NJ Transit recently completed installing ground power at the Suffern train yard; plans to add equipment that will allow all the engines to be shut off are in the works, but there is no timetable for when that will happen. The locomotives, which spend 6-8 hours at night in the rail yard about ¼ mile west of the station, will continue to run when the temperature is 35°F or lower. Source: Joe Tario, NYSERDA



NEWS ABOUT PORTS

PierPass Increases Truck Gate Charges

PierPASS Inc. is increasing its truck gate charge to \$50 per 20-foot equivalent unit (TEU) and \$100 per 40-foot equivalent unit (FEU) for loaded marine containers moving through the ports of Long Beach and Los Angeles during peak daytime hours. The Traffic Mitigation Fee adjustment, effective April 24, is aimed at better covering the cost of the non-profit's OffPeak program, which provides full truck gates and other terminal services harbor-wide on selected nights and Saturdays. Terminal operators launched the OffPeak program with an initial \$40 per TEU rate. The fee provides an incentive for cargo owners to move shipments at night and on weekends, when there is no fee. The intent is to reduce port-related truck traffic congestion and eliminate pollution caused by idling trucks. During the first 6 months, between 30 and 35 percent of all gate activity went to OffPeak operations, reducing more than 1 million truck trips off the freeways during the busy daytime commute periods. *Source: Tie Lines, April 2006, <http://www.POLB.com/civica/filebank/blobdload.asp?blobid=2802>*

OTHER ITEMS OF INTEREST

Cygnus Launches New Publication for Fleet Managers

Cygnus Business Media has launched a new magazine, *Fuel Advantage*, to help private and government fleets and commercial vehicle operators to get more out of their fuel expenditures. The magazine, which comes out seven times a year, is aimed at helping fleet operators find the vehicles, fuels, and technologies they need to stay profitable and competitive. The core audience is maintenance managers and executives at 50,000 of the largest fleets in the country, as well as 10,000 transit fleet managers and executives. The March issue contains a long and thorough article on idling reduction, which it views as one of the transportation industry's hottest issues. Subscription information is available at <http://www.fuelpub.com>. *Source: Mark O'Connell, Fuel Advantage*

New Directory of Idling Reduction Equipment Now Available

Fleet Owner has recently published a directory of commercially available idling reduction equipment. The article also cites the more comprehensive list on the SmartWay web site (<http://www.epa.gov/smartway/idlingtechnologies.htm>). For more information, please go to http://www.fleetowner.com/mag/idle_reduction_solution_directory_033106/. *Source: Joe Tario, NYSERDA*

Vehicle Idling Restrictions Spreading in Japan

While energy consumption in the transportation sector in Japan has increased by more than 20 percent since fiscal 1990, with private cars mostly responsible, a move to encourage drivers to stop idling while not in motion is spreading nationwide. Energy consumption in the transportation sector is a major source of carbon dioxide emissions that contribute to the global warming.

The Japanese Ministry of Land, Infrastructure, and Transport set up a subsidy system to promote vehicles with "idling-stop" devices installed and has been holding promotional

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events, seminars, and test-drive events for this purpose. More and more prefectural and municipal governments have also enacted ordinances for discouraging idling, as a means of protecting the environment and citizens' lives from air pollution from nitrogen oxides, foul odors, and noise. For example, Kuki City, Saitama Prefecture, enforced an ordinance to restrict idling on August 1, 2001. It requires all car owners and drivers in the city to switch off their engines wherever and whenever they park and leave their cars. Taxi and bus drivers who are waiting for passengers are also subject to the ordinance. Exceptions include parking for less than 5 minutes when loading and unloading, parking for passengers to board or alight, and stops that are necessary to protect human lives and health. For more information, please see http://www.japanfs.org/db/database.cgi?cmd=dp&num=1300&dp=data_e.html. *Source:* Diane Turchetta, Federal Highway Administration

Georgia PIRG Publishes Clean Air Action Plan

A coalition of environmental groups, public health groups, and citizens in Atlanta has issued a call to action to provide clean air for all Georgians. Issuing a report, "A Call to Action for Clean Air," the Georgia Air Coalition set forth a series of recommendations designed to reduce pollution at its sources: tailpipes and smokestacks. With respect to idling reduction, the 20-page report recommends creating and enforcing idling reduction regulations and accelerating and expanding truck stop electrification along Georgia's Interstate highways. The report is available at <http://georgiapirog.org/GA.asp?id2=23306>. *Source:* Joe Tario, NYSEKDA

SmartWay Upgrade Kit to be Offered as Part of I-5 Corridor Project

A new non-profit organization, called Cascade Sierra Solutions, has been working to create "one-stop shops" at major truck stops along the I-5 Corridor in Washington State, Oregon, and California for the SmartWay upgrade kits. In order to be successful, the organization needs to access large revolving loan funds. The general strategy is that revolving loans would pay for on- and off-board idling reduction technologies, but the on-the-ground infrastructure may not be included. In Oregon, they have good progress, as the Oregon Department of Energy has just agreed to make a 20-percent match to capitalize a \$20 million State Infrastructure Bank (SIB) fund. Cascade Sierra Solutions is still in discussions with the Oregon SIB regarding the eligibility of trucking retrofits for SIB funds. In addition, as a 501(c)(3) corporation, Cascade Sierra Solutions may be able to leverage funds through double-exempt tax bond funds that would not be tied to a State and would provide the best flexibility for implementing SmartWay upgrade kits along the I-5 corridor. Cascade Sierra Solutions plans to hold a technology forum workshop in Sacramento on Thursday, June 8, 2006, and there are efforts to get the showcase up and running, potentially through vendor commissions before the revolving funds are made available. *Source:* Kristen Sipes, West Coast Diesel Collaborative

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 list of anti-idling regulations in States and municipalities is available at <http://www.atri-online.org/2005.ATRI.IdlingCompendium.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 are listed in this locator. For more information, please go to http://www.eere.energy.gov/cleancities/idle/station_locator.html.

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