



NATIONAL IDLING REDUCTION NETWORK NEWS

April 2007

SOLICITATIONS FOR FUNDING AND AWARDS

Organization	Project	Funding	Deadline	Website
North Central Texas Council of Governments	North Texas Emission Reduction grants for vehicular NO _x reduction projects, including on-site electrification and auxiliary power units (APU's)	~\$5 million	Rolling deadline until funds are fully awarded	http://www.nctcog.org/trans/air/programs/terp/cfps/index.asp
U.S. Department of Agriculture (USDA)	Rhode Island Conservation Innovation Grant	\$176,000	May 18, 2007	http://www.grants.gov/search/search.do?mode=VIEW&oppld=13518
U.S. Environmental Protection Agency (EPA)	Small Business Innovation Research Program	~\$3 million	May 23, 2007	http://www.fbo.gov/spg/EPA/OAM/CMD/PR%2DNC%2D07%2D10155/SynopsisP.html
California Air Resources Board (CARB)	Governor's Environmental and Economic Leadership Awards	N/A	May 25, 2007	http://www.arb.ca.gov/docs/2007/geela.pdf
USDA	Kentucky Conservation Innovation Grant	\$150,000	May 25, 2007	http://www.grants.gov/search/search.do?mode=VIEW&oppld=13556
	Iowa Conservation Innovation Grant	\$250,000	May 31, 2007	http://www.ia.nrcs.usda.gov/programs/CIG.html
	New York Conservation Innovation Grant	\$250,000	June 1, 2007	http://www.ny.nrcs.usda.gov/programs/programs/cig.html
Texas Emissions Reduction Plan (TERP)	Emissions Incentive Reduction Grants	Subject to amount of revenue in TERP account	June 1, 2007	http://www.tceq.state.tx.us/implementation/air/terp/erig.html



Organization	Project	Funding	Deadline	Website
Pennsylvania Department of Environmental Protection (DEP)	Energy Harvest Grant Program	\$5 million	June 15, 2007	http://www.ahs.dep.state.pa.us/newsreleases/default.asp?ID=4452
EPA	Region 5 Clean School Bus USA	\$700,000	June 22, 2007	http://www.epa.gov/midwestcleandiesel/grants/csb-rfp07.pdf
Wisconsin Department of Commerce	Diesel Truck Idling Reduction Grant Program	\$1 million starting July 1, subject to legislative approval	Forms available starting May 25, 2007, and applications accepted starting July 1	http://commerce.wi.gov/dieselgrantprogram
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
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

PRESENTATIONS FROM MEETINGS

Meeting	Location	Date	Website or Contact
CARB Shore Power Workgroup Meeting	Long Beach, California	March 20, 2007	http://www.arb.ca.gov/ports/shorepower/shorepower.htm



Meeting	Location	Date	Website or Contact
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
CARB Commercial Harbor Craft Emissions Inventory	Sacramento, California	April 24, 2007	http://www.arb.ca.gov/harborcraft

UPCOMING MEETINGS

Meeting	Location	Date	Website or Contact
CARB Public Meeting	San Diego, California	May 24-25, 2007	http://www.arb.ca.gov/regact/2007/ordiesl07/ordiesl07.htm
Economic and Technology Advancement Advisory Committee Public Meeting	Diamond Bar, California	May 31, 2007	http://www.arb.ca.gov/cc/etaac/etaac.htm#meetings
11th Canadian Pollution Prevention Roundtable	Winnipeg, Manitoba, Canada	June 13-15, 2007	http://www.c2p2online.com/main.php3?section=98&doc_id=65
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
U.S. Department of Energy (DOE) Diesel Engine-Efficiency and Emissions Reduction 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

AWARDS FROM SOLICITATIONS

Pennsylvania Rewards Environmental Excellence in Trucking Fleets

The Governor's Award for Environmental Excellence continues to honor Pennsylvania businesses and organizations that put in place projects that tackle environmental problems and help build new businesses, enhance the bottom line, and engage residents in a renewed commitment to investing in their communities. Of the 12 winners recently announced, one award went to CARDONE Industries, a Philadelphia-based remanufacturer of automotive parts. The 36-year old, privately held company participates in the EPA National Environmental Performance Track program and is actively seeking ways to reduce emissions from its diesel truck fleet.

The November 2005 issue of this newsletter mentioned that CARDONE had won a \$63,000 from the Pennsylvania DEP Energy Harvest Grant Program to purchase 23 auxiliary power units (APU's). By June 2006, CARDONE had purchased and installed 23 RigMaster APU's on its long-haul fleet, estimating conservatively that it could reduce actual idle hours to 10 percent or less of the total operating hours. According to a company spokesman, the company expects to meet that goal in another year and a half.

CARDONE's baseline idling percentage for 2005 had been 28.4 percent. Their idle percentage for the first 6 months of 2006 was 23.9

percent with the APU's being installed during June. Main engine idling for the period of June-July 2006 was 3,357 hours less than the same 2-month period in 2005. Fuel savings for the 2 months at \$2.93/gal were about \$9,800. An annual net savings of 12,000 idling hours, which the company expects to meet or exceed (using EPA's "Emission Facts Study" February 2003), means a savings of 9,600 gallons (\$28,128 at \$2.93/gal) of fuel with a NO_x emission reduction of 3,703 pounds and a CO₂ reduction of 216,931 pounds per year.

Another award winner, Resilite Sports Products, Inc., has been manufacturing quality athletic mats for over 40 years. After using matching funds from the Pennsylvania DEP Small Business Advantage Program and undertaking an energy assessment from a Small Business Development Center, the company realized that it could save money by installing APU's on its fleet. With the continued rise in diesel fuel costs, the company purchased two APU's. The estimated savings are 2,160 gallons of fuel and \$6,480 per year. Resilite applied for a second Small Business Advantage Grant for the APU's and was awarded the grant in September 2006. The company is currently implementing that pollution prevention project at its facility.



Winners of the 2007 Governor's Award for Environmental Excellence receive a commemorative plaque and an outdoor flag to acknowledge their commitment to environmental quality. Each recipient will be presented with these exclusive awards during events at the winners' location. More information is available at <http://www.depweb.state.pa.us/news/cwp/view.asp?a=3&q=520523>, [http://www.prnewswire.com/cgi-](http://www.prnewswire.com/cgi-bin/stories.pl?ACCT=104&STORY=/www/story/04-12-2007/0004564643&EDATE=)

[bin/stories.pl?ACCT=104&STORY=/www/story/04-12-2007/0004564643&EDATE=](http://www.resilite.com/pr_resilitenews.shtm), http://www.resilite.com/pr_resilitenews.shtm, and <http://www.cardone.com/English/Club/News/PressR/29092006171008.asp>. Source: Arleen Shulman, Pennsylvania Department of Environmental Protection, and Mike Atwood, CARDONE

Pennsylvania DEP Grant Helps Secure Hybrid School Bus

Nazareth Area School District will become the first school district in Pennsylvania to operate a new hybrid diesel-electric school bus built by IC Corporation and Enova Systems. The Pennsylvania DEP Alternative Fuels Incentive Grant Program provided \$112,000 toward the cost of the vehicle. A total of 19 such hybrid school buses have been awarded to States around the country by Advanced Energy, a non-profit corporation that initiated a buyer's consortium of school districts, State energy agencies, and student transportation providers.

The bus is expected to have almost double the fuel economy of conventional diesel buses and reduce emissions by 90 percent. The hybrid drive from Enova allows the bus to be plugged to recharge its bat-

teries overnight. When the bus is in service, the stored energy can be drawn down more efficiently and thus improve fuel economy.

Jennings Transportation, the school bus contractor in Nazareth, will begin operating the bus during this school year. More information is available at http://www.fleetowner.com/equipment/news/hybrid_school_bus_hits_s_treets/index.html , http://home.businesswire.com/portal/site/home/index.jsp?ndmViewId=news_view&ndmConfigId=1000018&newsId=20070425005368&newsLang=en, and <http://www.ahs.dep.state.pa.us/newsreleases/default.asp?ID=3813&arQueryType=Detail>.

Fuel Cell APU Project Wins EPA SBIR Funding

EPA recently announced the winners of the Phase II support from its Small Business Innovation Research (SBIR) Program. One of the 13 companies received \$224,996 to commence a 2-year project to develop a fuel cell APU. Altex Technology Corporation of Santa Clara, California, plans to leverage its Phase I effort to design and test a

critical reformer component for the proposed device; tests during this period of funding showed that the concept was feasible. Altex had received \$69,981 for its Phase I, or proof of concept, effort from EPA's SBIR Program.



During Phase II, Altex plans to refine and scale up its concept by first building and testing a 2-kW unit for emissions, efficiency, reliability, and short-term reliability along with estimating first and operating costs. Should this phase of the project be successful, then a 6-kW unit would be built and tested through EPA's Environmental Technol-

ogy Verification Program. More information is available at http://cfpub.epa.gov/ncer_abstracts/index.cfm/fuseaction/display_abstractDetail/abstract/8381/report/0.

NYSERDA to Fund Another Demo of Hybrid TRU

A new demonstration project of hybrid trailer refrigeration units (TRU's) will be conducted in upstate New York as a result of a project funded by NYSERDA and DOE's Clean Cities Program. Shurepower, LLC, will employ a modified version of its Shurepower Truck Electrified Parking (STEP) technology integrated with a Rite-Hite Corporation Dok Lok® docking system for a TRU equipped with a Carrier Transicold unit using Deltek™ hybrid diesel-electric technology. This system will enable the TRU to operate at all duty cycles on shore power electricity, thereby reducing both emissions and noise.

The project will fund the implementation and development of docking safety systems and advanced wiring connections for heavy-duty diesel trucks and refrigerated trailers. Three-phase grid power from the New York State Electric & Gas Corporation will be supplied to designated loading docks at the fast food distribution center of Willow Run Foods in Kirkwood, New York. Other partners include Great Dane, which is supplying nine refrigerated trailers, and New West Technologies, which will provide engineering expertise. For more information, please go to <http://www.sbwire.com/news/print.php?sid=11827>.

REGULATORY NEWS

Hebron (Connecticut) Considers Limiting Idling Trucks

As part of its review of noise pollution issues, the town of Hebron, Connecticut, is contemplating limiting idling trucks in residential neighborhoods. This central Connecticut town of about 8,600 people may limit idling of any vehicle weight more than 10,000 pounds gross vehicle weight for more than 10 minutes when the vehicle is parked on a residential premise or on a town road next to a residential premise. Violations of this ordinance would be enforced by the Hebron Town Manager or his designee.

First-time violators would be given a 2-week grace period to correct the violation. After that time, a violator could be fined up to \$25. Each day of continuing violation would be a separate violation, and the amount of the fine would increase to \$50 per day for each violation.

The proposed ordinance would take effect on publication if the Connecticut Commissioner of Environmental Protection approves the or-



dinance as required under Connecticut General Statutes §22a-73. The State of Connecticut currently limits idling of any vehicle to 3 minutes. For more information, please go to http://www.journalinquirer.com/site/news.cfm?newsid=18167821&BRD=985&PAG=461&dept_id=569428&rfi=6,

<http://www.hebronct.com/local.htm>, and <http://www.atrionline.org/research/idling/Idling%20Regulations%20Compendium%20Dec%200611.pdf>.

Pennsylvania EQB to Consider State-Wide Anti-Idling Rule

Based in part on efforts of the Carlisle-based Clean Air Board and the recommendation from the DEP staff, the Environmental Quality Board (EQB) of the Pennsylvania DEP will meet on May 16, 2007, to consider whether to begin a rulemaking process to develop a State-wide anti-idling rule for heavy diesel trucks. The DEP staff recommendation does not specifically endorse the Clean Air Board proposal but suggested it be used as a starting point for the proposed State-wide rule. DEP staff said agency inspectors, as well as State and local police, could enforce the rule and encourage property owners to develop more idling alternatives.

A response to the petition filed by the Clean Air Board of Central Pennsylvania for a State-wide idling regulation has been posted on the website of DEP's Environmental Quality Board at <http://www.depweb.state.pa.us/pubpartcenter/cwp/view.asp?a=3&q=515987>. Questions about the EQB and the rulemaking process should be directed to Michele Tate as directed on the website or to mtate@state.pa.us.

A petition from the Clean Air Board would limit truck idling to 5 minutes in any 60-minute period, except when the temperature is below 40°F or above 80°F when the driver does not have an APU or ability to use truck stop electrification. If EQB accepts the staff recommen-

ation, then DEP would begin the administrative rulemaking process. The anti-idling rule would not require legislative approval and could be in effect sometime next year. Nearby States (Delaware, Maryland, New Jersey, New York, and New Jersey) currently limit idling of heavy vehicles.

The Clean Air Board has noted that Carlisle lies at the intersection of the Pennsylvania Turnpike and Interstate 81 in Cumberland County; as a result, there are an increasing number of warehouses, related truck traffic, and poor air quality due to idling trucks. A DEP staff report showed that freight trucks idle there a combined 2.3 million hours, more than any other county in Pennsylvania. Nearby Dauphin County ranks 8th in terms of idling time, with about 700,000 hours. In addition, the American Lung Association has moved the Carlisle area up in its rankings of worst short-term particle pollution, from 24th to 14th. The DEP has installed a particulate emissions monitor to collect air samples in Carlisle. For more information, please go to <http://www.pennlive.com/news/patriotnews/index.ssf?/base/news/117841202793790.xml&coll=1&thispage=1> and <http://www.ahs.dep.state.pa.us/newsreleases/default.asp?ID=4486>.
Source: Arleen Shulman, Pennsylvania DEP



Efforts to Reduce Idling Fail in Minnesota and Indiana

A bill to establish a grant program in Minnesota for truckers to purchase idling reduction technology failed to meet necessary deadlines. HF 1280 would have authorized grants for up to 50 percent of the purchase and installation costs for one or more qualifying idling reduction devices. The \$2 million proposed for funding the program would have come from the Minnesota general fund for the next 2 fiscal years. There would have been limitations on how many awards could have gone to any one company and the number of awards to both large and small trucking firms. More information is available at [http://www.landlinemag.com/todays_news/Daily/2007/Apr07/041607.h](http://www.landlinemag.com/todays_news/Daily/2007/Apr07/041607.htm)

[tm/042007-03.htm](http://www.landlinemag.com/todays_news/Daily/2007/Apr07/042007-03.htm).

Likewise, the Indiana General Assembly failed to meet an internal deadline to provide tax credits to individuals and corporations who purchase and install APU's for their sleeper cabs. HB 1165 would have allowed tax credits starting this past January 1 and would have been equal to 20 percent of the purchase price and installation cost of the APU. Please go to [http://www.landlinemag.com/todays_news/Daily/2007/Apr07/042307.h](http://www.landlinemag.com/todays_news/Daily/2007/Apr07/042307.htm/042507-04.htm) [tm/042507-04.htm](http://www.landlinemag.com/todays_news/Daily/2007/Apr07/042507-04.htm) for more details.

Vermont Could Adopt Idle Reduction Law for School Buses

Students from Browns River Middle School were part of the driving forces behind a possible new law to limit the idling of school buses on school grounds. If a compromise crafted by Senate and House negotiators is adopted and signed into law, starting this fall school bus drivers would not be allowed to idle their schools buses. The Vermont Department of Education would be instructed to draw up rules for limited exemptions to a State-wide ban on idling school buses. The bill also asks the Department of Education to write a model policy about

idling by other vehicles near schools. H.0058, School Bus Engines on School Property, and S.0013, The Idling of Motor Vehicle Engines on School Property, are the bills in question. Please go to <http://www.burlingtonfreepress.com/apps/pbcs.dll/article?AID=/20070505/NEWS02/705050304/1007> for more information and <http://www.leg.state.vt.us/database/search/search.cfm?Session=2008>, then plug in "idling" as the key word, and the bills will come up.

Tax on TEU's Proposed to Fund Air Pollution Projects at California Ports

A new bill in the California Senate, SB 974, would collect a \$30 fee for every 20-foot equivalent (TEU) container shipped to the Port of Long Beach (POLB), Port of Los Angeles (POLA), and Port of Oakland. Money collected would go improvements in rail and road infrastructure to and from those locations and clean-air programs associated with

the movement of containers. A hearing before the Appropriations committee was scheduled for May 14, 2007. If the bill is passed and signed by Governor Arnold Schwarzenegger, more than \$525 million could be generated annually from shippers to these ports.



There is concern from other States about charging a fee to receive TEU's. Some shippers have noted that they may move their business to other ports where there is currently no fee. The most recent attempt to accomplish these goals had been vetoed by Governor Schwarzenegger due to language in the bill at that time. More information is available at

http://www.landlinemag.com/todays_news/Daily/2007/Apr07/040907.htm/041207-05.htm, http://www.leginfo.ca.gov/cgi-bin/postquery?bill_number=sb_974&sess=CUR&house=B&author=lowenthal, and http://www.caltax.org/caltaxletter/2007/042007_shipping_container_tax_hikes_advances.htm.

Trucking Companies Doubtful about Meeting CARB Requirements for Clean APU's

According to a recent article in *Transport Topics*, trucking and trade association executives have expressed concern about meeting the January 1, 2008, deadline for having clean APU's installed on sleeper cabs. At that time, trucks must turn off their engines after idling for more than 5 minutes when the driver is parked or resting, even if the driver needs to sleep. The new rule also tightens emissions standards, and the trucking industry is saying that technology does not exist to meet a 30 gram per hour standard for NO_x for APU's. Meeting particulate matter (PM) standards requires a diesel particulate trap, and these do not yet exist, according to an industry spokesman. So far, only battery-powered APU's may meet this requirement. Truck

drivers could face a \$100 fine and civil penalties if they idle after the first of next year. For more information, please go to <http://www.ttnews.com/articles/basetemplate.aspx?storyid=17425>.

In cooperation with CARB, the American Trucking Associations is reaching out to affected carriers to determine their preparedness and to identify any potential barriers to compliance. Carriers with California operations are encouraged to complete a brief survey at http://www.truckline.com/carb_idlereg.

Federal Judge Blocks SCAQMD Limits on Idling Locomotives

A Federal judge in Los Angeles, California, has ruled against the South Coast Air Quality Management District (SCAQMD) in its effort to regulate emissions from idling locomotives. The regulations had set a 30-minute limit on idling locomotives operating in most of Los Angeles, Riverside, Orange, and San Bernadino Counties and had required additional recordkeeping, emission inventories, and health risk assessments. These requirements were stricter than those established in 2005 by a Memorandum of Understanding (MOU) between

Union Pacific (UP) Railroad Company, Burlington Northern Santa Fe (BNSF) Railway, and CARB. The case, #CV06-1416, was originally filed by the railroads in March 2006. This ruling in the case follows a 3-day, non-jury civil trial in late November 2006 in Federal District Court in Los Angeles.

The regulations were challenged by UP and BNSF, who said the rules interfered with Federal interstate commerce laws. The judge's written



opinion said the SCAQMD lacked authority under California law to impose the idling limits, but that local and State agencies do have a role implementing Federal environmental standards, such as the Clean Air Act. The judge also stated that the regulations needed to be written by State air-quality officials, not those at the regional level.

According to a newspaper report, UP and BNSF responded that the 2005 agreement with CARB will lead to significantly cleaner rail yards and locomotives by 2010. The American Association of Railroads also commented that the agreement would lead to the same or lower

emissions than the SCAQMD idling restrictions. UP and BNSF, meanwhile, have begun purchasing and using new diesel-electric hybrid and low-emission diesel trains and low-sulfur fuels in and around the ports. SCAQMD is deciding whether to appeal the judge's ruling. For more information, please see

http://www.presstelegram.com/news/ci_5814170 and
<http://www.aqmd.gov/news1/2007/RRfederalcourtdecisionPR.html>.

Rockland Joins Other NY Counties in Limiting Idling

The Rockland County legislature has passed a bill that limits idling to 3 minutes. Once the County Executive signs it and registers it with the New York Secretary of State, the bill will become law. As part of informing the public, the County plans to erect signs to let everyone know that this law is in effect for all vehicles. Persons convicted of idling could be fined for criminal penalties of up to \$250, jail for up to 15 days, or both; ignorance of the signage would not be a defensible argument. Subsequent violations and convictions could be subject to fines of up to \$1,000, 15 days in jail, or both. Civil penalties would be equally stiff: violations could be up to \$1,000. Some exemptions have been proposed to include emergency vehicles and vehicles stuck in traffic. Also exempted are vehicles that need to have the engine run-

ning to perform services or for cargo temperature control or have medically fragile people in them. Once the bill is signed, Rockland County would join Westchester, Nassau, and New York City in having laws on the books to improve air quality by reducing idling of vehicles. Please go to
<http://www.nyjournalnews.com/apps/pbcs.dll/article?AID=/20070412/OPINION/704120345/1151>,
<http://www.epa.gov/cleandiesel/construction/documents/cl-rockland-idling-law.doc>, and
<http://www.wcbs880.com/pages/339089.php?contentType=4&contentId=399400> for more information.

Oregon, Kansas Adopt 400-Pound Weight Exemption for APU's, Missouri May Be Next

Kansas becomes the first State to adopt a 400-pound weight exemption for APU's authorized by the Energy Policy Act (EPAAct) of 2005. SB 8, effective April 26, 2007, is the legislation that gives carriers a 400-pound weight exemption from the State's gross and axle weight

limits on any vehicle equipped with idling reduction technology. Under a provision of EPAAct, this 400-pound exemption was to have been available nationwide, but the U.S. Department of Transportation has



interpreted that language as being optional with the States. *Source:* Jeff Kim, Shurepower, and *Truckline Express*, May 1, 2007.

By unanimous consent at its biennial session this year, the Oregon General Assembly approved SB 223, a bill to increase the maximum weight limits for heavy-duty trucks equipped with idling reduction technology. The weight of such vehicles can increase by up to 400 pounds for a fully functional idle reduction system. The bill has passed both the House and Senate and is awaiting Governor Ted Kulongoski's signature. In addition, it takes place immediately as an emergency measure to preserve public peace, health, and safety. More information is available at <http://www.oregon.gov/ODOT/MCT/LEGISLATURE07.shtml> and http://www.landlinemag.com/todays_news/Daily/2007/Apr07/042307.htm/042607-06.htm. *Source:* Glen Kedzie, American Trucking Associations

The Missouri Senate unanimously approved SB 102, a bill that would increase the maximum gross vehicle weight limit and axle weight limit for large trucks equipped with idle reduction technology. The bill, SB102, would also authorize these trucks to weigh up to an additional 400 pounds. The bill is in the House Transportation Committee. In addition, SB202 would create an income tax credit for idle reduction devices for the next 2 years. The credit would be 50 percent of the purchase price and installation cost for Class 8 trucks, up to \$3,500 per truck. The bill is in the Senate Ways and Means committee. For more information please go to http://www.senate.mo.gov/07info/BTS_Web/Bill.aspx?SessionType=R&BillID=23. *Source:* http://www.landlinemag.com/todays_news/Daily/2007/Apr07/043007.htm/050207-04.htm.

IRS Says Aftermarket APU's Can Be Taxed

The Internal Revenue Service (IRS) confirmed in March 2007 that APU's installed on tractors within 6 months of the tractors being placed into service would typically be subject to the 12-percent Federal excise tax on heavy vehicles. The decision, outlined in a private letter ruling to an undisclosed fleet owner, comes as no surprise as tax rules already include other parts and accessories costing at least \$1,000 and installed within 6 months of a new heavy truck, tractor, or trailer being placed into service.

Technically, a private letter ruling applies only to the taxpayer who requested the ruling and is limited to the facts presented. The IRS Code specifically states that such taxpayer-specific documents are not to be cited as precedent. In this case, the unnamed fleet began

installing APU's on its tractors in 2006, but in almost all cases, it installed the APU's more than 6 months after the tractors were placed in service. The fleet owner did not have to pay the excise tax in those situations, but it sought a ruling on the applicability of the tax to tractors acquired more recently.

The APU package involved in this ruling included a 2-cylinder diesel engine and an air-conditioning compressor mounted on the side of the tractor's frame rails; a fuel-fired bunk heater, evaporator, and controller installed in the cab, sleeper compartment, or tractor toolbox; and a condenser usually mounted on the back of a tractor cab. A copy of the IRS letter is available at <http://www.etrucker.com/apps/news/article.asp?id=59550>.



REPORTS OF INTEREST

Source	Title	Website or Contact
CARB	<i>Proposed Regulation for In-Use Off-Road Diesel Vehicles</i>	http://www.arb.ca.gov/regact/2007/ordiesl07/ordiesl07.htm
Puget Sound Air Maritime Forum	<i>Puget Sound Maritime Air Forum Maritime Air Emissions Inventory</i>	http://www.maritimeairforum.org/emissions.shtml
Placer County Air Pollution Control District	<i>Evaluation of the Advanced Locomotive Emissions Control System (ALECS)</i>	http://www.placer.ca.gov/upload/apc/documents/up/alectsfinalreport2007.pdf

NEWS ABOUT PORTS

NYK to Outfit Its Container Ships with AMP

Nippon Yusen Kabushiki Kaisha (NYK) announced recently that it will install Alternative Maritime Power (AMP) in 38 ships of its container vessel fleet over the next few years at a cost of \$22 million. The Panamax and post-Panamax vessels (ships that are able or not able to traverse the Panama Canal due to their size) range in size from 4,800 to 8,600 TEU's. Following the lead of the NYK *ATLAS*, the first NYK vessel built from the keel up to utilize AMP, 20 new ships currently on order will be delivered with AMP capability. In addition, 17 ships presently in service will be retrofitted with AMP technology during their regularly scheduled inspections. The first ship to be retrofitted will be the NYK *APOLLO*, which will enter dry dock in November of this year. The company expects to have over 30 of the AMP capable vessels in service by the end of 2009.

The NYK *ATLAS* presently operates between Asia and the West Coast of North America. The vessel is currently participating in AMP



testing at NYK's terminal at POLA, which is managed by Yusen Terminals, Inc.

AMP technology allows a vessel to shut down the on-board diesel power generators while at berth and connect directly to more environmentally friendly shore-side electrical power. Utilizing shore power while at dockside significantly reduces and

almost eliminates the vessel's emission of gases which contain pollutants, such as CO₂, NO_x, SO_x, and PM.



In addition to the AMP technology, 8 of the 8,600 TEU containerships that NYK currently has on order will be equipped with electronically controlled engines to further reduce air emissions and leak-preventing

hulls to protect the marine environment. More information is available at http://www.shippingtimes.co.uk/item511_NYK.htm.

Foss Maritime to Build World's First True Hybrid Tug

Foss Maritime Company announced that it plans to build the world's first true hybrid tug boat, a "green" vessel that will significantly reduce NO_x, PM, SO₂, and carbon emissions. It will also consume less fuel and be quieter than its conventional predecessors. Officials of the Seattle-based marine services company, which specializes in worldwide marine transportation and logistics, say the project must still gain final board approval. The decision to move forward with the hybrid tug got a boost when POLA pledged \$850,000 to the project, in association with the SCAQMD, and the Long Beach Board of Harbor Commissioners preliminarily approved a \$500,000 contribution to the vessel's construction.

POLA and POLB, the Nation's No. 1 and No. 2 container ports, have expressed interest in funding Foss' hybrid tug as part of their San Pedro Bay Ports *Clean Air Action Plan*, a sweeping proposal aimed at significantly reducing the health risks posed by air pollution from port-related ships, trains, trucks, terminal equipment, and harbor craft. In exchange for funding, Foss would agree to homeport the new hybrid tug in Southern California for 5 years.

The Foss hybrid tug is scheduled to go into production later this year and will be delivered to Foss' Southern California operations in 2008. It is a new-build project, a continuation of the Dolphin-class tug boat series built at Foss' Rainier, Oregon, shipyard. The Foss hybrid tug will look almost identical to its sister Dolphin-class tug boats, but will be quieter, cleaner, and more fuel efficient, using proven hybrid technology. The hybrid tug's drive units will be powered by batteries cou-

pled with diesel generators and feature a modified engine room accommodating two 670-hp battery packs and two 335-hp generators. Although the main engines in the hybrid tug will have lower horsepower than the existing Dolphin engines, overall the tug will have the same total horsepower as its sister tugs. The 5,000-hp Foss hybrid tug will be primarily used for harbor assist services, moving vessels such as tankers and container ships in and out of the harbor and into their berths.

Among the benefits of this tug will be lower emissions, fuel consumption, and noise. Instead of idling the main engines while in standby mode when alongside a customer vessel and awaiting orders from the pilot, the hybrid tug will run on battery power and shut off the main engines. This will contribute to lower emissions. Harbor tugs need high amounts of power for short periods of time. Tugs at POLA/POLB typically spend 50 percent of their time idling their main engines and being ready to respond but with no power actually being used for propulsion. The hybrid tug would produce energy only on demand so that idling the main engines would not be necessary. The hybrid tug design will make it adaptable for retrofit of existing harbor tugs. The flexible design of the tug also has the ability to take advantage of emerging technologies such as improved battery and fuel advances. This tug could also take advantage of cleaner, less expensive shore power to charge the batteries. For more information, please see http://www.foss.com/press/Press_Release_030207.html.



NEWS ABOUT RAILROADS

Retrofitting Public Agency Diesel Engines Includes Locomotives in Washington State

Prodded by the Washington State Department of Ecology, the Olympic Region Clean Air Agency, and the Puget Sound Clean Air Agency, Tacoma Rail has retrofit engines in four locomotives to reduce the need to idle. The \$200,000 project, which involves the two locomotives that Tacoma Rail owns and operates in East Olympia and two others in Tacoma, is in response to complaints from East Olympia residents about non-stop idling. Kim HotStart Diesel Driven Heating Systems and SmartStart data logging and auto engine start/stop systems will be installed. Tacoma Rail expects noise and pollutants to be reduced by about 90 percent.

Tacoma Rail is an arm of Tacoma Public Utilities and owns the two red-and-white locomotives. Because it is a publicly owned railroad, it was eligible for public monies; about half the funding came from the

public agencies, with the rest from the railroad. Payback is expected to be about 4 years.

In November 2004, Tacoma Rail took over short-line freight service on the spur line that runs from the BNSF Railway main line north into Olympia and Tumwater. Since that time, the company has left two locomotives parked and idling on the spur line near its terminus in East Olympia when they are not in use, much to the chagrin of residents and businesses near the railroad tracks. The trains are used nearly every day but sit idle during nights and weekends. Thanks to the retrofit, idling will be significantly reduced. More information can be found at <http://www.theolympian.com/112/story/84532.html>.

Source: Frank Van Haren, Washington State Department of Ecology

ALECS Test Viewed as a Success

A system for capturing emissions from locomotives, the Advanced Locomotive Emissions Control System (ALECS), virtually eliminated certain exhaust pollutants emitted by idling locomotives, according to a Placer County Air Pollution Control District report released April 7, 2007 (please see page 12 for URL). More testing is needed to determine whether the system



could be successfully integrated with rail yard operations. The study details the pollution control efficiency and cost-effectiveness of the \$1.7 million project, which was tested over 3 weeks at UP's Pacific's J.R. Davis Yard following a much-publicized demonstration last August.

ALECS connects idling locomotives' smokestacks to a multi-stage "scrubbing" system. Exhaust is then cooled and mixed with chemicals to extract the pollutants, which are deposited into tanks that can be



disposed of at approved facilities. The study showed ALECS “scrubbed” nearly 98 percent of NO₂, 92 percent of PM, and 97 percent of SO₂ from idling locomotives.

Hydrocarbon emissions, a precursor to ground-level ozone, were reduced by nearly 63 percent. Those numbers could keep up to 83 tons of pollutants out of the atmosphere annually, according to the report.

The study estimated the cost for a fully loaded ALECS system at about \$8.7 million, with an annual operating cost of \$900,000. That translates into anywhere from about \$7,200-\$18,400 per ton of pollutants captured. Officials said they hope to build a more robust ALECS to learn how to better integrate it into a normal rail yard setting. That endeavor could take the form of a six-bonnet system that would solely test rail yard logistics, not pollution control. They are currently search-

ing for funding for the project, estimated at about \$1.5 million. Future technology enhancements are also being looked at, such as an automatic bonnet connection that could remove the need for human controllers.

The test was the result of a public-private partnership between air-quality agencies, the City of Roseville, UP, and Advanced Cleanup Technologies Inc., the Rancho Dominguez-based company that designed the system. The ALECS system tested at the J.R. Davis Yard is now en route to POLB, where officials will attempt to conduct similar tests on idling ships. Please go to http://www.thepresstribune.com/articles/2007/04/25/news/top_stories/06rail_tests.txt and <http://www.placer.ca.gov/upload/apc/documents/up/pressrelease040507.pdf> for more information.

OTHER NEWS OF INTEREST

NYSERDA, EPA Demonstrate New Hybrid TRU

Pier 92 in New York City was the site of a recent press event highlighting the use of shore power for TRU's. As noted on page 6, NYSERDA is sponsoring another demonstration project to show the opportunities for saving energy and reducing pollution for refrigerated trailers, and this project at the New York Cruise Terminal is the culmination of the first project NYSERDA had sponsored. Partners in this effort included Shurepower, Carrier Transcold, Maines Paper and Food Service, New West Technologies, and Great Dane trailers. The original project at Maines distribution facility in Conklin, New York, had set up and operated electrified loading docks and parking spaces for commercial trucks and their trailers. EPA's SmartWay Transport Partnership had contributed \$100,000 to this effort.

Trucks equipped with the Shurepower equipment can park at electrified loading docks for \$1 per hour. At the event, Shurepower plugged the back of a trailer into the electrical terminal to power the reefer unit. The up-charge on hybrid TRU compared to one without an “electric standby” option is estimated to be \$3,000, according to Carrier officials. A Maines company official said the payback was 1 year on its port-bound trucks. NYSERDA pointed out that ports are well equipped to supply electricity but the cost to install the electrification terminals is significant, especially given the high price of copper. On the other hand, potential savings at facilities that receive a lot of reefer traffic could be high. More information is available at <http://yosemite.epa.gov/opa/admpress.nsf/d9d1f718ae373653852572>



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http://www.fleetowner.com/management/news/port_reefers_plug_in/in

[dex.html](http://www.etrucker.com/apps/news/article.asp?id=59384), <http://www.etrucker.com/apps/news/article.asp?id=59384>,
and <http://www.webwire.com/ViewPressRel.asp?ald=32176>.

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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