

# NATIONAL IDLING REDUCTION NETWORK NEWS

December 2004



## ***In Memoriam Frank Stodolsky May 16, 1952- November 26, 2004***

If it weren't for Frank, you wouldn't be reading this newsletter. He rekindled DOE's interest in idling reduction as a cost-effective opportunity for petroleum savings by heavy vehicles, and began the collaborations with industry that enabled the current multi-stakeholder planning effort. His desire for perfection in no way inhibited his creativity. We will all miss him. *Source: Linda Gaines, ANL*



## ***National Idling Reduction Network News Moves to New Website***

There was an error in the URL for past and the current issues of the *National Idling Reduction Network News*. The correct address is <http://www.eere.energy.gov/vehiclesandfuels/pdfs/newsletters>. Please change your bookmarks to this new site.

## ***Collaborative Diesel Emissions Reductions: 2005 Requests for Initial Proposals***

U.S. Environmental Protection Agency (EPA) Regions 9 and 10 are soliciting Initial Proposals to reduce diesel emissions along the West Coast. These grants support regional collaborative demonstration projects that reduce diesel emissions and protect human health and the environment. Projects should be regional in scope, include a diverse group of stakeholders, leverage funds from a variety of sources, and achieve real measurable reductions and results. Regional projects have impacts across district, State or national borders or are transferable across borders. This is an initial solicitation. This assistance will be awarded through Clear Air Act §103, 42 U.S.C §7403. EPA Regions 9 and 10 estimate that 5-20 projects from those submitted in response to this solicitation may be selected to submit full applications. Both initial and renewal proposals will be accepted for consideration. Assistance agreements will range in size up to \$250,000 per grantee. For more information, please go to: <http://www.epa.gov/region09/funding/wcd-funding05.html>. *Source: Michelle Roos, EPA Regional 9*

## ***Society of Automotive Engineers Needs You!***

At recent idling reduction conferences, the question of setting a standard for electrical interface to shore power and on-board systems has been raised. A new Society of Automotive Engineers (SAE) Recommended Practice (RP), J2698, is being developed to address electrical standardization.

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The task force for J2698 met for the first time at the October SAE Commercial Vehicle Engineering Congress. At that meeting, a scope was established for the J2698 RP, and the title was set as: PRIMARY, SINGLE PHASE 120 VAC UP TO 240 VAC WIRING DISTRIBUTION ASSEMBLY DESIGN. The RP will cover 120 to 240 VAC connections on sleeper cabs with power source connections to shore power, inverters, and auxiliary power unit gen sets. This RP is not intended for hybrid-electric trucks, trailer refrigerator units (TRU's), 3-phase wiring, or shore-based communications hook-ups. If you feel you have knowledge and skills in this area and would like to offer assistance to the task force, please contact the committee chair, Mike Meleck, from Phillips and Temro Industries at (204) 654-6216 or [meleck@phillipsandtemro.com](mailto:meleck@phillipsandtemro.com). The next formal meeting will be at the American Trucking Associations Technology Maintenance Council winter meeting in Tampa, Florida, in February 2005.

## Report on Three Idle Reduction Technology Projects Now Available

The U.S. Department of Energy (DOE) Advanced Vehicle Testing Activity has just released a report summarizing the status of three idle reduction technology demonstration projects. To obtain a copy of the report, please go to [http://www.nrel.gov/vehiclesandfuels/fleetest/publications\\_idle.html](http://www.nrel.gov/vehiclesandfuels/fleetest/publications_idle.html), or contact Ken Proc at the National Renewable Energy Laboratory (303-275-4424).

## State-Wide Idle Reduction Campaign in Arizona Signs Up Six School Districts

Amphitheater and Tucson Unified School Districts were among the six schools districts in Arizona to sign on to a Statewide idle reduction campaign. The campaign, which educates school bus drivers and school officials about the need to reduce idling, requires bus drivers to idle no more than 5 minutes at any given time. Among the facts about idling and health are "1 hour of idling burns approximately 1/2 a gallon of fuel. If a school bus fleet has 50 buses and each bus reduces its idling time by 30 minutes a day, the fleet would save over \$2,500 per school year in fuel costs." These are numbers that school officials are following closely as all schools are in a crunch to reduce costs. *Source:* Colleen Crowninshield, Tucson Regional Clean Cities Coalition

## Free Toolkits Focus on Dangers of Idling Engines in Oregon

Free toolkits are available to Oregon teachers wanting to teach their students about the negative effects of drivers unnecessarily idling their engines. The Oregon Environmental Council is providing the "It's Not Cool to Idle at School" toolkit, which helps teach students about turning off their engines and making the air around their school cleaner. Laura Weiss, OEC program director, said that a single idling car dropping off and picking up children at school can put 3 pounds of pollution into the air each month. To order a toolkit, please go to <http://www.oregoncouncil.org/Partnerships/Health/Healthy%20Schools.htm>, or contact Laura Weiss at (503) 222-1963, extension 111, for more information. *Source:* Joe Tario, New York State Energy Research and Development Authority

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## Idling Locomotives Become Federal Case in Massachusetts

The Chelmsford, Massachusetts, Board of Health sent a letter on August 27, 2004, to the Boston and Maine Corporation and Springfield Terminal Railway Company, which operate as the Guilford Rail System through the town, asking it to cease and desist the idling of locomotives in the town. The Guilford locomotives often idle more than 30 minutes in the town, a violation of Massachusetts Code of Regulations §7.11(2). In response to the letter, on September 24, 2004, the railroads sued the town, its Board of Health, and the Massachusetts Department of Environmental Protection for lack of jurisdiction. It is Guilford's position that only the Federal Government can regulate locomotives, and locomotives need to idle for more than 30 minutes just to charge their air braking system. Railroad traffic through the town often stops and idles because of backups due to other freight volume in nearby freight yards. The case is now pending in Federal Court in Boston, docket No. 04-12069. *Source:* Tom Spoth of the *Lowell Sun* and Joe Tario, New York State Energy Research and Development Authority

## Survey of Anti-Idling Regulations Shows Little Enforcement

*The Philadelphia Inquirer* published the results of its survey of enforcement of anti-idling regulations on December 13, 2004. According to the newspaper, 13 of 21 State agencies surveyed issued 10 or fewer citations for the most recent year available, which was 2003 in most cases. Eight had written no tickets at all. Philadelphia has issued 17 \$300 tickets so far this year after years of little or no enforcement. The highest number of tickets was in New York City (339), followed by New Jersey (130), New York State (167), and Washington (49). For further information, please go to [http://nl.newsbank.com/nl-search/we/Archives?s\\_site=philly&p\\_multi=PI|&p\\_product=PI&p\\_theme=realcities&p\\_action=search&p\\_maxdocs=200&p\\_text\\_search-0=idling%20AND%20diesel&s\\_dispstring=idling%20diesel%20AND%20date\(last%20180%20days\)&p\\_field\\_date-0=YMD\\_date&p\\_params\\_date-0=date:B,E&p\\_text\\_date-0=-180qzD&p\\_perpage=10&p\\_sort=YMD\\_date:D&xcal\\_useweights=no](http://nl.newsbank.com/nl-search/we/Archives?s_site=philly&p_multi=PI|&p_product=PI&p_theme=realcities&p_action=search&p_maxdocs=200&p_text_search-0=idling%20AND%20diesel&s_dispstring=idling%20diesel%20AND%20date(last%20180%20days)&p_field_date-0=YMD_date&p_params_date-0=date:B,E&p_text_date-0=-180qzD&p_perpage=10&p_sort=YMD_date:D&xcal_useweights=no). *Source:* Diane Turchetta, Federal Highway Administration, and Jackie Bernstein, Philadelphia area resident

## New Regulations in Place for Reefers in California

Effective December 10, 2004, the California Air Resources Board (CARB) now requires that all TRU diesel engines and gen sets comply with a CARB order to meet stringent, in-use emission performance standards. The devices must also promote a Verified Diesel Emission Control Strategy that includes meeting alternative fuel and technology options. The regulation applies to facilities located in California with 20 or more loading dock doors serving refrigerated areas where perishable goods are loaded or unloaded for distribution on trucks, trailers, shipping containers, or rail cars that are equipped with TRU's and TRU gen sets and that are owned, leased, or contracted for by the facility, its parent company, affiliate, or subsidiary that is

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under facility control. <http://www.arb.ca.gov/regact/trude03/fro1.pdf> Source: Joe Tario, New York State Energy Research and Development Authority

## California Joins List of States Having Anti-Idling Regulations

As of January 1, 2005, idling of diesel-fueled commercial motor vehicles with a gross vehicular weight rating of more than 10,000 pounds will be restricted in California. The new regulation (California Code of Regulations, §2485, Chapter 10, Article 1, title 13) limits idling of heavy vehicles to no more than 30 minutes at any location. It also limits the idling of an auxiliary power unit (APU) to power a heater, air-conditioner, or any ancillary equipment on the vehicles to no more than 5 minutes if you have a sleeper berth and you are within 100 feet of a restricted area, such as a homes or schools. Failing to comply with the law may bring a minimum fine of \$100 and possible criminal penalties. The list of exceptions to this new requirement is at <http://www.arb.ca.gov/toxics/idling/idling.htm>. Source: Linda Gaines, Argonne National Laboratory.

## RailPower Awarded Texas R&D Funding for New Branch Line Hybrid Locomotive

The Texas Emissions Reduction Program (TERP) announced an award to RailPower Technologies Corp. for a New Technology Research and Development grant on December 10, 2004. The project will extend the application of the RailPower Green Goat™ diesel-battery-electric hybrid switch locomotive technology to include “road-switching” applications, such as local and branch line service. The TERP grant will be used to develop one pre-production branch line hybrid locomotive for use in Texas. Of the 22 grants awarded, 4 are for locomotives; the other 3 awardees are Ocean Air Environmental, GE Rail of General Electric Corp., and Railway Equipment Corp. For further information, please see [http://www.tnrc.state.tx.us/oprd/sips/Selected\\_list.pdf](http://www.tnrc.state.tx.us/oprd/sips/Selected_list.pdf). Source: Linda Gaines, Argonne National Laboratory

## EPA SmartWay Program Announces 100<sup>th</sup> Member

Since September 2004, the EPA SmartWay Program has added 28 additional new Partners, bringing the total to 112. The Program also unveiled its first national marketing campaign at a press conference at the National Industrial Transportation League Annual Meeting in San Antonio, Texas, on November 15, 2004. Initial placements of the information will be in freight trade publications, such as *FleetOwner*, *Transport Topics*, *Food & Beverage*, and *Distribution Channels*. To see the entire campaign, please visit <http://www.epa.gov/smartway/swresources.htm#wheels>. Source: Linda Gaines, Argonne National Laboratory.

## IdleAire Receives High Honors in California

IdleAire Technologies' Advanced Travel Center Electrification (ATE) system was the sole winner in the Technology Innovation category of the 2004 California Governor's Environmental & Economic Leadership Awards on December 2, 2004, at California Environmental Protection Administration headquarters in Sacramento.

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According to the Governor's office, the awards recognize those individuals, organizations and companies that "show a deep commitment to balancing environmental preservation and protection with the need to keep California's economy growing." The award announcement highlighted IdleAire's impact on the State during a 1-year period. During that time, IdleAire's six ATE installations in California claim to have reduced idling of long-haul trucks by nearly 600,000 hours, diesel emissions by over 6,000 metric tons, created about 110 jobs, and conserved over half a million gallons of diesel fuel. On December 3, the company also received the 2004 Blue Sky Merit Award from Calstart in Pasadena. This award was for "significant and noteworthy contributions" in bringing clean, efficient transportation to market. *Source:*

<http://www.landline.com>

## Schneider Installing Truck Cab Heaters

As a result of the impressive results from its participation in the DOE Advanced Vehicle Testing Activity, Schneider National, Inc., is installing truck cab heaters on all new and model year 2003 trucks. Results from the Schneider 100-truck test fleet using Webasto's Airtop 2000 cab heater showed that idle time was reduced from 22 percent to 9 percent. In addition, trucks using the auxiliary cab heater in cold weather averaged 2 percent better fuel economy. For more information, please go to [http://fleetowner.com/news/schneider\\_auxiliary\\_cab\\_heater\\_120904/](http://fleetowner.com/news/schneider_auxiliary_cab_heater_120904/). *Source:* Joe Tario, New York State Energy Research and Development Authority

## Port of Los Angeles Proposal for Cold-Ironing Wins Plaudits and Pans

Officials at the Port of Los Angeles recently re-opened the bidding process by which shipping companies are to reduce pollution at the port. The port wants to require that 70 percent of the docked ships use electricity while in port, a process called "cold ironing," within the next 3 years. In response to the re-bidding process, five bids were submitted, and the winning proposal was from P & O Nedlloyd Container Line. The port commissioners felt that this proposal was the most environmentally sound of the five bids and would bring in the most revenue for the port. The winning proposal merited \$57.1 million for 5 years. P & O Nedlloyd firm promised to install new smog-reducing technology for all its docked ships within 3 years and at the end of 3 years have all its ships at the terminal use electricity while docked. Further information can be found at <http://www.latimes.com/news/local/la-me-port11dec11,1,7187028.story?coll=la->

*Source:* Diane Turchetta, Federal Highway Administration

## Parking Heater to Reduce Idling in Your Own Driveway

*The Chicago Tribune* is reporting that you can now buy an idling reduction device for your personal vehicle. Now that winter is here, some people prefer bringing the passenger compartment to a toasty level before driving off to work in the morning, and Webasto

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now supplies a parking heater that can do just that for you. If you have room in your engine compartment for this device and \$1,800, you too can be comfortable on those cold winter mornings. <http://www.chicagotribune.com/business/columnists/chi-0411240154nov24,1,7829874.column?coll=chi-homepagebiz-utl> and [http://www.webasto.com/products/en/3115\\_3422.html](http://www.webasto.com/products/en/3115_3422.html) Source: Joe Tario, New York State Energy Research and Development Authority

## XCel Energy Cuts Costs by Reducing Idling

According to an August 27, 2004, article in *The Denver Post*, XCel Energy responded to higher diesel fuel costs by limiting the amount of idling of its vehicles to no more than 5 minutes. Idling reduction is one of the ways that this utility, which services 11 States, is attempting to keep its costs down. This new way of doing business is expected to save about 5 percent of fuel costs, or about \$391,000 per year. Source: Sue Leitner, Tri-State Clean Fuels Network

## Sue Leitner Moves On

After conducting a very successful workshop on idling reduction in October (among other accomplishments), Sue Leitner of the Tri-State Clean Fuels Network has taken a position with Cincinnati Bell with responsibilities in technology transfer. Her new e-mail address is [sleitner@fuse.net](mailto:sleitner@fuse.net).

## Meetings of Possible Interest to Our Readership

The University of Washington Northwest Particulate Air Pollution Research Center Symposium will be held on January 24, 2005, in Seattle. This 1-day free symposium will present 6 years of particulate matter research on combustion-derived particles. For more information, please contact C. Collen Marquist at (206) 616-6570 or [marquist@uwashington.edu](mailto:marquist@uwashington.edu). Source: West Coast Collaborative November-December 2004 newsletter

EPA Region10 is offering an Air Toxics Risk Assessment Course on January 25-27, 2005, in Seattle at 1200 Sixth Avenue. The course is designed to introduce students to the fundamentals of air toxics risk assessment interactively. The course includes background of risk-based assessment, management of air toxics, exposure and toxicity assessment, risk characterization and much more. To register, please contact Lisa McArthur at (206) 553-1814 or [mcarthur.lisa@epa.gov](mailto:mcarthur.lisa@epa.gov). Source: West Coast Collaborative November-December 2004 newsletter

## Summary of State Anti-Idling Regulations

Here is the current list of regulations in States and municipalities that cover anti-idling regulations (<http://www.epa.gov/otaq/smartway/documents/statelaws.pdf>).

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If your State or municipality has changed anything listed here, 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.

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