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SOLICITATIONS

State Collaborative Offers \$4.95 Million for Energy Efficiency Projects

The State Technologies Advancement Collaborative (STAC) has issued its third and latest solicitation for Energy Efficiency Research, Development, Demonstration, Deployment, and Rebuild America Projects (05-STAC-01). STAC will be making \$4.95 million available for cost-shared energy-efficiency projects. Areas of interest include: Distributed Energy Resources, Buildings Technologies, Industrial Technologies, Transportation Technologies, and Rebuild America. STAC members include the U.S. Department of Energy (DOE), the National Association of State Energy Officials (NASEO), and the Association of State Energy Research and Technology Transfer Institutions (ASERTTI). STAC's collaborative approach is aimed at coordinating Federal-State energy research, development, demonstration, and deployment funding in high-priority program areas on a multi-State basis. Closing date for this solicitation is July 15, 2005. More details are available at

<http://www.stacenergy.org>. *Source:* Shefali Ranganathan, Environmental and Energy Study Institute

TERP Announces Solicitation to Improve Air Quality in Texas

The Texas Commission on Environmental Quality (TCEQ) is now accepting applications for grants from the Texas Emissions Reduction Plan (TERP) Emissions Reduction Incentive Grants Program. The application deadline is Friday, July 1, 2005. A copy of the Request for Application forms and supporting technical documents may be viewed and downloaded from the TERP website at www.terpgrants.org. If you have any questions about the grant application process, please contact Mark Sims at (512) 239-1413 or Sabrina Malone at (512) 239-6010. *Source:* Sandra Jo Garcia, TCEQ

SOLICITATION AWARDS

DOE Award to Integrate On-Board Idling Reduction Technology in Heavy Trucks as Original Factory Equipment Option

The U.S. Department of Energy (DOE) has announced a cost-shared award to a team of International Truck and Engine Corporation, Cummins, Vanner, and Bergstrom to overcome the barriers preventing the widespread use of idling reduction technologies in heavy-duty trucks. These barriers include initial cost, driver education and receptiveness, and system reliability and maintenance. DOE will provide \$350,000, while the industry cost share is \$688,998. International will facilitate idling reduction in Class 8 trucks by making idling reduction equipment available on new trucks as a factory option. Both "Cold Climate" and "Hot and Cold Climate" systems will be developed and released for controlling cab temperature and comfort during rest periods. Work includes the validation of component and system capabilities, release of factory documentation for production, completion of a pre-production pilot build of a truck

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with the idling reduction system, and field testing under hot and cold season conditions to evaluate system performance and reliability and to obtain customer acceptance. Further information can be found at <http://www.eere.energy.gov/vehiclesandfuels/>. Source: Michael Laughlin, New West Technologies

Pennsylvania Awards More Grants to Small Businesses

As noted in the April issue of this newsletter, demand was so intense for the Pennsylvania Department of Environmental Protection (DEP) Small Business Advantage Grant Program this year that the program reached its funding limit 5 months before its scheduled June 30, 2005, closing date. However, DEP was able to make 9 new awards, which totaled \$39,724. Of those awards, five were for purchasing idling reduction technologies for trucks. Almost half of this funding round went to trucking companies.

<http://www.dep.state.pa.us/newsreleases/default.asp?ID=3440>

CONFERENCES, MEETINGS, AND WORKSHOPS

Calendar of Meetings Available on West Coast Collaborative Website

The West Coast Collaborative is a partnership among leaders from Federal, State, and local governments, the private sector, and environmental groups in California, Oregon, Idaho, Washington, Alaska, British Columbia, and Mexico. The Collaborative, which was launched by Regions 9 and 10 of the U.S. Environmental Protection Agency (EPA), is part of an overall national campaign to reduce diesel emissions. Their website contains an extensive list of workshops, meetings, training, and events of possible interest to the readership of this newsletter. Upcoming meetings of particular interest to our readership include: A Workshop on Diesel Emissions Reduction Strategies in Tucson and Phoenix on June 29 and 30; the Federal Highway Administration's Transportation Finance Workshop in San Francisco on June 27-30 (<http://www.fhwa.dot.gov/resourcecenter/finwrkshop/>), and the U.S. Department of Energy's Diesel Engine Emissions Reduction Conference in Chicago on August 21-25 (<http://www.eere.energy.gov/vehiclesandfuels/resources/conferences/deer/index.shtml>). For further information, please go to <http://www.westcoastcollaborative.org/calendar.htm>.

Dallas-Fort Worth Clean Cities Workshop to Focus on Idling Reduction

The Dallas-Fort Worth Clean Cities will hold an Advancing the Choice workshop on June 21, 2005, in Arlington, Texas, entitled "On the Right Track: Advancing Alternatives to Idling." This free event will focus on policies, funding, and technologies associated with idling of locomotives, long-haul trucks, and other heavy-duty trucks, such as dump trucks, cement trucks, school buses, and refuse haulers. At the end of the day, there will be a presentation on the North Central Texas Council of Governments Clean Fleet Vehicle Procurement Policy. Please contact Lisa Key at (817) 608-2316 or lkey@nctcog.org if you are interested in attending. Further information is available at http://cleancities.nctcog.org/afv/advancing_choice/index.html

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Pennsylvania DEP to Host Idle Reduction Technology Workshop In Lewisburg July 14

Robert Yowell, Regional Director of the Pennsylvania Department of Environmental Protection (DEP), has invited truck drivers and others associated with the industry to an "Idle Reduction Technology" workshop from 9:30 a.m. to 2 p.m. on July 14, 2005, in Lewisburg, Pennsylvania. "This workshop, featuring a panel of experts from both government and the private sector, will share valuable information related to fuel consumption and maintenance issues, both of which are major concerns in the trucking industry," Yowell said. Sponsored by the Pennsylvania Motor Truck Association (PMTA), Businesses for the Bay, and the U.S. Environmental Protection Agency's SmartWay Transport Partnership, the workshop is the first of its kind to be held in north-central Pennsylvania.

Presenters include representatives of Smithfield Transport, Auxiliary Power dynamics, Teleflex Energy, Pony Pack APU, DEP's Office of Small Business Ombudsman, and EPA's SmartWay Transport Partnership. DEP and EPA presenters will discuss availability of Federal and State grants to pay for up to 50 percent of new equipment. A \$10 pre-registration fee is required, and it includes a buffet lunch sponsored by Teleflex Energy. Seating is limited to the first 80 registrants. People who present their current commercial driver's license at the door will receive an immediate \$10 refund. To register, contact Dave Shimmel of DEP by phone at (570) 327-3568, or via e-mail at dshimmel@state.pa.us, or contact Carolyn Jones of PMTA by phone at (717) 761-7122, or via e-mail at cjones@pmta.org.

Marine Fuel Sustainability Forum to Discuss Emissions along the Pacific Rim

The inaugural *Marine Fuel Sustainability Forum* offers a unique opportunity to engage with industry representatives and regulators alike to debate and discuss the issue of marine emissions reductions in the Pacific Rim and beyond. Attendees at this conference in San Francisco on October 5-7, 2005, will include key Asian and North American shipping lines, refiners from North and South America, marine fuel suppliers, traders and brokers from across the world, environmental groups, port authorities, and governmental and non-governmental representatives. Port electrification is one of the agenda items.

<http://www.bunkerworld.com/events/sanfran2005.html>. Source: Brewster Boyd, Ross & Associates

REGULATORY ACTIVITIES

Texas Bill to Stall Idling Regulations Heads to Governor

The Texas Legislature has signed off on a bill that would override some idling rules in the State. The approval clears the way for the bill to head to Gov. Rick Perry for his signature. HB1540 would allow truckers to idle their rigs during rest periods mandated by the Federal hours of service regulations until September 2007. This date corresponds with stringent diesel emission reductions slated to start at that time. The bill prohibits and limits adoption or enforcement of rules that ban trucks and other vehicles from idling when necessary to power a heater or air-

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conditioner while a driver is using the vehicle's sleeper berth for a mandated rest period.

If signed into law, it would override a recent Texas Commission on Environmental Quality ruling permitting cities to opt into a rule that outlaws idling for more than 5 minutes for any reason in a truck. Current state law prohibits idling for longer than 5 minutes from April 1 to October 31 in Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery and Waller Counties, and this bill would not change that.

Another provision added to the bill would prohibit idling while using a vehicle's sleeper berth within 1,000 feet of a public school while class is in session. Violators could be fined up to \$500.
Source: Paul Abelson, enews@landlinemag.com, May 18, 2005

OTHER ITEMS OF INTEREST

Question Regarding State Tax Breaks for Idling Reduction Equipment

Adam Kiesler, an account manager with Thermo King of Indiana, asked if there are any tax breaks available in Indiana for someone to buy an auxiliary power unit. If there are, he would like to make contact with that person. You can reach his office at (812) 282-5022 or his cell phone at (502) 548-1376; his e-mail address is akiesler@tkoi.com.

Major Freight Railroads Sign Up for EPA SmartWay Transport Partnership

To increase energy efficiency while reducing greenhouse gas emissions and air pollution, all seven major freight railroads have joined EPA's voluntary SmartWay Transport Partnership. These Class 1 freight railroads -- BNSF Railway Company, Canadian National Railway Company, Canadian Pacific Railway, CSX Transportation, Kansas City Southern, Norfolk Southern Corporation, and Union Pacific Railroad -- transport more than 90 percent of all domestic rail freight. Each railroad has committed to evaluate the environmental impacts of its operations and work jointly with EPA to develop and implement a plan to improve fuel efficiency and reduce emissions over the next several years. As part of SmartWay Transport Partnership, each railroad will develop a plan to identify fuel savings and emission reduction strategies. Strategies include reducing idling, improving aerodynamics, applying new fuel-saving technologies, and installing emissions control devices. Further information is available at <http://www.epa.gov/smartway>.

Hybrid Locomotives to be Added in Texas

BNSF and RailPower Technologies Corp. have announced that BNSF will keep its "Green Goat®," an environmentally friendly hybrid switch engine, in service for 5 years in the Los Angeles area and that it is acquiring 4 cab-less Green Goat® units for use in Texas.

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The Green Goat® uses a relatively small, clean, efficient, diesel genset in conjunction with over 300 batteries to improve fuel economy and reduce pollution. The four GG20B cab-less hybrid locomotives for Texas service will be delivered later this year. The cables locomotive is operated by remote control, part of a growing trend to make rail yards more efficient. BNSF was awarded clean-air grants in July 2004 by the Texas Emissions Reduction Plan (TERP) for implementation of the hybrid technology. For more information, please go to http://www.bnsf.com/media/news/articles/2005/05/2005_05_23a.html

Town Looks to Truck Stop Electrification to Resolve Idling Conflict

According to *The Boston Globe* of May 12, 2005, the town of Plainville, Massachusetts, is looking for a compromise regarding the noise and diesel fumes produced by idling trucks at the Plainville Truck Stop, and wants the drivers to shut down. The battle between truckers and townsfolk has been going on for several years. In 2003, the town ordered the truck stop's owner to limit parking at the stop to about 4 acres. More recently, town officials have been looking into other solutions, such as advanced truck stop electrification systems, which would give truckers electric power without requiring them to idle their trucks.

The Globe reported that the Plainville Board of Health has been looking into applying to the State Executive Office of Environmental Affairs for funding for such a project. The Environmental Affairs office was recently given a \$100,000 grant by the Federal Government. However, an office spokeswoman told *The Globe* that providing hookups for 100 trucks would cost roughly \$1 million to install. Massachusetts is planning to issue a request for proposals from towns and technology companies to install the systems. A contract will be awarded to the town with the best bid in July. If the entire \$1 million is raised, the system would be installed by August.
Source: Joe Tario, New York State Energy Research and Development Authority

Michigan Township Opposes Proposed Truck Stop

Residents of Monroe Township, a small town about 40 miles south of Detroit, are up in arms about plans to build a new truck stop along Interstate 75 there. A group of investors has purchased 30 acres along the highway and plans to build a full-service travel plaza for cars and commercial trucks. The facility would include a restaurant and a fast food franchise as well as a convenience store, two parking lots, fuel pumps, a game room, truckers' lounge and showers. The facility will also feature electricity hook-ups so trucks won't have to idle their engines at night.

The Monroe News reported that the residents of the town are concerned about traffic and road safety around the plaza. Residents have also expressed concerns about noise and pollution and have taken to posting signs all around the proposed site. The only thing on the site is an abandoned gas station that hasn't been used in more than 30 years. But the investors say the plaza will bring value to the neighborhood and will create about 70 to 100 jobs. If the project is approved, groundbreaking is expected to begin later this year.
http://www.landlinemag.com/todays_news/Daily/2005/May05/052505.htm#5

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Canadian Trucking Alliance Included in EPA Anti-Idling Workshop

The U.S. EPA is developing an anti-idling model for States nationwide and is inviting truckers, including Canadian carriers, to participate. The Canadian Trucking Alliance (CTA) will take part in an EPA workshop this June, which will look to create a model idling law for U.S. states and Canadian provinces to implement if they choose to crack down on idling trucks and buses. EPA is not considering a Federal anti-idling mandate, but is instead encouraging States to adopt such laws. The model workshop is at the request of both States, provinces, and trucking companies, in an attempt to streamline to some degree the patchwork of existing laws across several U.S. States, and make sure that laws are also reasonable and can easily be complied with by the trucking industry. Trucking association members can contact their provincial association or the CTA for more information about participating in a survey that can assist the CTA in the workshop. <http://www.todaystrucking.com/displayarticle.cfm?ID=4048>

Auxiliary Power Firm Targets Owner-Operators; Eyes Expansion

Energy & Engine Technology (EENT) Corp., a developer of auxiliary power generators for the long-haul trucking industry, announced that it is launching a financing plan targeted to independent owner-operators and small trucking fleets. The company said it has entered into a letter of intent with Dallas-based, J&J Idling Solutions, which has a facility in Dallas dedicated to installation of auxiliary power units. J&J installed more than 150 auxiliary power units last year. Additionally, EENT said it will work with J&J to evaluate establishing three to four additional facilities in the next year in the central United States, and plans an additional 30 facilities in the next five years. The company projected each facility would be able to install 1,200 to 1,300 units per year. <http://www.ttnews.com/members/topNews/0012984.html> Source: Transport Topics, May 2, 2005

New York City Tickets Idling Cars \$2000 Maximum Fine for Not Moving

New York City has had a local ordinance on the books since 1971 forbidding the idling of not just diesel trucks and buses, but passenger cars as well. The City recently boosted the maximum fine for first offenders to \$1,000 and multiple offenders to \$2,000. But some are complaining that the city is not enforcing the law, having issued only 159 tickets since July 2004. Councilman Michael McMahon (D-North Shore) told the *Staten Island Advance*, "We have to work on convincing the agencies to enforce it."

The New York Department of Environmental Protection, as well as the City Parks, Sanitation, and Police Departments can each issue idling tickets. The agencies do not patrol for violations, issuing most of the citations after someone calls 311 and complains. Although emergency vehicles are exempt, the New York Health Department issued a

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memo to point out that, "Unless in emergency operation, ambulances and first response vehicles ARE NOT exempt from the provisions of these environment conservation laws. The penalties for violation of these laws may include fines ranging from \$250 to \$15,000."

Staten Island Advance, May 1, 2005, <http://www.statenislandadvance.com/> Source: Joe Tario, New York State Energy Research and Development Authority

Back Issues of National Idling Reduction Network News Available On-Line

If you are a new subscriber or have misplaced your issue of this newsletter, all issues are now located at http://www.eere.energy.gov/vehiclesandfuels/resources/fcvt_national_idling.shtml.

Summary of State Anti-Idling Regulations

Look at the document at the following site for the most up-to-date list of regulations in States and municipalities that cover anti-idling regulations (http://www.atrionline.org/research/results/idling_chart.pdf), although it does not include the changes in Pittsburgh. 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.

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