

NATIONAL IDLING REDUCTION NETWORK NEWS

May 2006



SOLICITATIONS

New Closing Date for Clean Cities Proposals for Idling Reduction Training and Awareness for School Districts

The U.S. Department of Energy's (DOE) Clean Cities Program has extended the closing date for acceptance of 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. The new due date is Tuesday, June 13, 2006. 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 <http://www.grants.gov/search/search.do?oppld=9114&mode=VIEW>. For more information, please contact Jodi Collins at jodi.collins@netl.doe.gov.

Reminder about MCDI Clean Diesel and Clean School Bus Requests for Proposals (RFP)

The U.S. Environmental Protection Agency (EPA) Midwest Clean Diesel Initiative (MCDI) has two requests for proposals (RFP's) that are closing on Friday, June 16, 2006. The first is for Clean Diesel projects, and the second is for Clean School Bus projects. More information about the RFP's can be found at <http://www.epa.gov/midwestcleandiesel/grants/csb-06-rfp.pdf>. *Source:* Jonathan Nichols, EPA Region 5

NEDC to Offer Almost \$1.5 Million in Grants to Reduce Emissions

The Northeast Diesel Collaborative (NEDC) of the U.S. Environmental Protection Agency (EPA) Regions 1 and 2 has released a joint solicitation for projects to reduce diesel emissions in these regions. Funding of \$1.48 million from the Voluntary Diesel Retrofit Program and the Clean School Bus USA will be awarded in the form of a total of 6-12 cooperative agreements or grants to State and local governments, federally recognized Indian Tribes, environmental organizations, colleges and universities, hospitals, and other non-profits interested in establishing innovative projects to reduce diesel emissions in their communities. There is no cost sharing required for the Voluntary Diesel Retrofit Program, but cost sharing of 5 percent is required for projects funded by Clean School Bus USA. Projects can involve cleaner fuels, idle reduction, and retrofit technology for a range of diesel engines, including school buses, marine engines and ports, construction equipment, and locomotive or rail operations. Proposals are due Thursday, June 29, 2006. For more information, please go to <http://www.grants.gov/search/search.do?mode=VIEW&oppld=9357>, or contact Lucy Edmondson, EPA Region 1 (edmondson.lucy@epa.gov, 617-918-1004) or Faye Blondin, EPA Region 2 (blondin.faye@epa.gov, 212-637-3713). *Source:* Patricia Komen, EPA Ann Arbor



SEDC Seeks Idling Reduction Solutions

The EPA Southeast Diesel Collaborative (SEDC) has announced a \$100,000 RFP to fund projects within the southeastern United States to demonstrate effective diesel emission control technologies, strategies, methods, or approaches to reducing emissions. Projects may include, but are not limited to, a variety of emission-reduction solutions, such as add-on technology, engine replacement or rebuilds, and idling reduction technologies or strategies. SEDC plans to make 2-3 grants of between \$25,000 and \$75,000. Projects should address diesel emissions in the construction, agriculture, on-road, or public fleet sectors. Proposals are due Friday, July 7, 2006. For more information, please go to <http://www.epa.gov/region4/air/mobile/sedc-rfpfinal52306.pdf>.

Two Pennsylvania Programs Offer \$10 Million for Clean Energy Projects

Each of two programs of the Pennsylvania Department of Environmental Protection has a total of \$5 million to put toward investments in clean energy. The Energy Harvest Grant Program is accepting applications for innovative energy deployment projects in the areas of renewable energy deployment, waste coal reclamation for energy, deployment of innovative energy-efficiency technologies, and distributed electricity generation projects. Applications for the Pennsylvania Energy Development Authority awards may include solar energy; wind; low-impact hydropower; geothermal; biologically derived methane gas, including landfill gas; biomass; fuel cells; coal-mine methane; waste coal; integrated gasification combined cycle; demand management measures, including recycled energy and energy recovery, energy efficiency and load management; and clean, alternative fuels for transportation. Both programs have made awards in the area of idling reduction in past solicitations. Applications for both programs are due Friday, July 14, 2006. For more information, please visit www.depweb.state.pa.us, and type the keywords "PEDA" and "Energy Harvest" in the DEP Keywords block in the upper left-hand corner of the site. *Source:* <http://www.ahs.dep.state.pa.us/newsreleases/default.asp?ID=3939>.

FUNDING AWARDS

TERP Grants Promote Air Quality in Texas

Shurepower and IdleAire received more than \$5 million in grants to install idle reduction equipment in the Dallas-Fort Worth, Texas, area. Administered by the North Central Texas Council of Governments (NCTCOG), the grants are part of the Texas Emissions Reduction Plan (TERP), a comprehensive set of incentive programs aimed at improving air quality. Shurepower received almost \$155,000 to install and operate at least 25 idle-reduction pedestals, while IdleAire received more than \$5.4 million to install and operate up to 600 advanced electrification units. The companies are required to match the funding by 50 percent and place their units at truck stops within the Dallas-Fort Worth nonattainment counties of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant. For more information, please see http://www.eere.energy.gov/cleancities/ccn/progs/story.cgi/WHATS_NEW/570/0/A. *Source: Clean Cities Now, May 2006*



Transport Canada Freight Sustainability Demo Program Funds Idle-Time Project

Sunbury Transport Ltd.'s Fuel Efficiency Online Tool was one of the cost-shared projects selected for 2 years of funding from Transport Canada under its Freight Sustainability Demonstration Program. Sunbury will receive Can\$97,000 from the Canadian Government to assist its on-road fleet with managing fuel consumption. Through a satellite tracking system, Sunbury gathers data from the engine computer on each satellite-equipped truck. The information captured includes data on miles per gallon, idling time, and inter-trip idling, among others. The information is sent each week to a secure website where drivers can access personal performance data and compare that to the divisional averages and the top 25 percent of each fleet. The program aims to monitor fuel consumption, reduce greenhouse gas emissions, and increase profitability by reducing fuel costs. For more information, please go to <http://www.tc.gc.ca/mediaroom/releases/nat/2006/06-h027e.htm>. *Source:* Joe Tario, New York State Research and Development Authority (NYSERDA)

ATRI Selects Teams to Evaluate Mobile Idling Reduction Technologies

The American Transportation Research Institute (ATRI) announced the selection of three project teams to demonstrate and evaluate mobile idling reduction technologies on heavy-duty trucks. The use of these technologies should allow truck drivers to rest in comfort while the truck's engine is shut off. The demonstration is being funded as part of a grant program administered by the EPA SmartWay Transport Partnership to help promote technologies that save fuel while also reducing pollution. The year-long data collection effort will document engine idle times with and without the use of the selected idle reduction technologies. The selected project teams will be led by the following trucking companies:

- Diversified Transfer and Storage will evaluate an auxiliary power unit (APU) manufactured by RigMaster Power Corporation
- National Freight will evaluate an APU manufactured by Teleflex Energy Systems
- Schneider National will evaluate two separate air-conditioning systems, a Bergstrom 12-volt system and a Webasto thermal storage system operated in conjunction with a Webasto cab heater.

The successful demonstration and evaluation of these idle reduction technologies is expected to provide truck owners with a better understanding of the costs and benefits associated with the use of these technologies. For more information, please see http://www.atri-online.org/news/ATRI_Selects_Teams.htm. *Source:* Linda Gaines, Argonne National Laboratory

CONFERENCES, MEETINGS, AND WORKSHOPS

Chicago Area Clean Cities to Sponsor Idling Reduction Picnic

On Thursday, June 15, 2006, the Chicago Area Clean Cities will hold a picnic lunch meeting sponsored by AUTOTHERM and the Forest Preserve District of DuPage County to examine simple and effective ways to reduce idling of fleets. The event will be held outdoors, weather permitting, in Lombard, Illinois. For further information, please call Matt Stewart at (630) 792-2110 or, go to <http://www.chicagocleancities.org/education.shtml>.



Efficient Diesel Workshop in Portland, Oregon, to Feature SmartWay Press Conference

Along with the Oregon Department of Energy and Cascade Sierra Solutions, the Columbia-Willamette Clean Cities Coalition will hold a 1-day workshop at the Portland International Airport Embassy Suites Hotel on Thursday, June 22, 2006, to showcase fuel-saving, emissions-reducing technologies included in EPA SmartWay Upgrade Kits. During lunch, a press conference will be held to announce the first deployment of the SmartWay Upgrade Kits along the I-5 Corridor and to launch the formation of Cascade Sierra Solutions. Speakers at the event may include EPA Administrator Stephen Johnson, Oregon Governor Ted Kulongoski, Oregon Trucking Association President Bob Russell, and Washington Trucking Association Vice President Jim Tutton. For more information about the workshop, please visit <http://www.cwcleancities.org>, or contact Annie Kee, EPA Headquarters, at (202) 343-9218 or kee.annie@epa.gov for more information about the press conference. *Source:* Kristin Sipes, EPA Region 9

TRB to Hold Concurrent Conferences on Ports, Freight, and Committee Meetings

The Transportation Research Board (TRB) will hold joint conferences in La Jolla, California, on July 9-11, 2006, dealing with ports, freight, and international trade concurrently with TRB committee meetings on finance, freight, and management. One session will be devoted to solving environmental health and community impacts of goods movement and ports operation. More information is available at <http://www.trb.org/conferences/jointsummer/2006/>. *Source:* Diane Turchetta, Federal Highway Administration (FHWA)

REGULATORY NEWS

FHWA Seeks Comments on APU Weight Exemption

On May 1, 2006, the FHWA published a notice in the *Federal Register* asking for comments from the public about a requirement in the Energy Policy Act of 2005 or EAct 2005 (P.L. 109-58, 119 Stat. 544) that allows for a 400-pound weight exemption for APU's on heavy-duty trucks. The FHWA is proposing regulations to implement the standards for certification and weight tolerances of this new statutory provision and is seeking comments on how the certification and demonstration required by this provision might best be carried out by State enforcement authorities or other sources. Comments are due on or before Friday, June 30, to the Dockets Management Facility of the U.S. Department of Transportation (DOT) in Washington, D.C. Addresses and contact information are listed in the *Federal Register* notice. For more information, please see <http://a257.g.akamaitech.net/7/257/2422/01jan20061800/edocket.access.gpo.gov/2006/pdf/E6-6422.pdf> *Source:* Diane Turchetta, FHWA

FHWA Says APU Weight Exemption Not Mandatory

Although the EAct 2005 allows for a 400-pound weight exemption for APU's, the FHWA has currently taken the position that the exemption is not a mandate, and each State can decide if it will honor the provision. According to the May 19, 2006, issue of *Land Line* magazine, there has been a handful of reports from truckers around the country saying that

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enforcement officials are not acknowledging the increased weight limit. On the other hand, Oregon has gone public with its support, even before the legislature has considered passing a law allowing it. For more information, please go to http://www.landlinemag.com/todays_news/Daily/2006/May06/051906.htm#2.

CONGRESSIONAL UPDATE

New Bills in Congress Would Give Tax Incentives for APU's

Two new bills in the U.S. House of Representatives and Senate could give tax credits to truckers who purchase anti-idling technology, such as APU's. Senator Jeff Bingaman (D-NM) introduced S. 2748, the Enhanced Energy Security Act of 2006, which includes a provision in §206 to amend the Internal Revenue Code of 1986 to allow for a tax credit of up to \$1,000 for the purchase on an idling reduction device. The device must be installed on a heavy-duty, diesel powered, on-highway vehicle and must provide heat, air-conditioning, or electricity while the main engine is turned off. If enacted into law, this tax credit would apply to equipment put into service between December 31, 2006, and December 31, 2010.

A companion bill in the House, H.R. 4409, is sponsored by Rep. Jack Kingston (R-GA), and contains language similar to the Idling Reduction Tax Act of 2006, a bill sponsored by U.S. Rep. Kay Granger (R-TX), which has been referred to the House Ways and Means Committee. Kingston's bill would allow for a 50-percent tax credit on purchases up to \$3,500. For more information please see <http://www.govtrack.us/data/us/bills/text/109/s2748.pdf> and http://www.landlinemag.com/todays_news/Daily/2006/May06/051206.htm. *Source:* Susan McDowell, EPA Region 3

PRESENTATIONS NOW AVAILABLE

More Presentations Now Available from CMANC Conference

Presentations from more speakers at the Alternative Maritime Power (AMP) Conference sponsored by the California Marine Affairs and Navigation Conference (CMANC) in April are now posted at <http://www.cmanc.com/web/Presentations.htm>. Due to many requests for more in-depth technical information and updates, CMANC will be holding an AMP 2007 Conference in Oakland. High interest in this subject was shown by the fact that 150 from 8 countries attended this year's conference. *Source:* Jim Haussener, CMANC

Knight Transportation Results Shown at Clean Cities Conference

The recently concluded Clean Cities Congress and Expo 2006 had a session on idling reduction, and the one presentation from that session that is posted on the conference web site is from Knight Transportation. According to the information in the presentation, the company has saved over \$3 million per year in fuel costs since installing idling reduction equipment. Please go to http://www.afvi.org/PhoenixCongress2006/presentations/may09/1030-1200_Prescott_6_Smartway_Forward/Clean_Cities.ppt for further information.

More than 150 Attend MCDI Event

EPA Region 5's Midwest Clean Diesel Initiative (MCDI) considered its 1-day "Tools for

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Cleaning Up Illinois Diesel: Technology, Funding, and Collaboration” conference on May 2, 2006, to be a success after more than 150 people showed up to learn about technologies and funding opportunities to assist fleets in reducing diesel emissions. Presentations from the event are now available on the MCDI web site at <http://www.epa.gov/midwestcleandiesel>.

Source: Jonathan Nichols, EPA Region 5

TRUCK STOP ELECTRIFICATION

The Climate Trust Claims GHG Offset Due to Oregon TSE

The Climate Trust and 3C have announced the first sale from the United States to Europe of voluntary emission reductions of greenhouse gases (GHG), also known as GHG offsets. The GHG offsets purchased by 3C come from U.S.-based Shurepower truck stop electrification projects that The Climate Trust acquired via a competitive selection process.

The Climate Trust and 3C made the announcement at the 4th Annual CarbonExpo in Cologne, Germany, where over 1,500 people from 87 countries and 134 companies gathered. The Climate Trust will manage the offset delivery contracts and secure third-party verification services on behalf of 3C, which will manage ownership transfer and registration of the GHG offsets on behalf of its European clients. Tradable offsets are an important component of strategies and policies to reduce GHG emissions on behalf of the global climate. For more information, please go to http://www.ewire.com/display.cfm/Wire_ID3082 and insert “3C” in the search box and also http://www.climatetrust.org/offset_truckstop.php. Source: Joe Tario, NYSERDA

NEWS ABOUT PORTS

POLB to Phase in Cold Ironing at SSA Terminals

Under the agreement approved Monday, May 22, 2006, by the Long Beach Board of Harbor Commissioners, the container terminal ITS will phase in the use of shore-side electricity (“cold-ironing”) and other environmentally friendly technologies that will significantly reduce emissions of nitrogen oxide (NOx) and diesel-related particulate matter from ships at berth and from cargo-handling equipment inside the 246-acre Pier G/J terminal.

Earlier in May the Board approved Long Beach’s first “Green Port” agreement, an amendment to a lease with SSA Terminals, a joint venture of Matson Navigation Inc. and SSA Marine. The SSAT accord will cut pollution by 90 percent at the 68-acre Pier C container terminal. The Port of Long Beach includes seven container terminals. ITS is one of the Port’s oldest customers, opening its original 48-acre Long Beach container terminal in 1972. The ITS lease was to expire this summer. The company is a subsidiary of Japan-based “K” Line, one of the world’s leading shipping lines.

Through this new 20-year lease, ITS agrees to accelerate the replacement of its terminal cargo-handling fleet with cleaner-burning tractors and other equipment several years before the new technology will be required by law. The Port will build dockside electrical infrastructure for cold-ironing to improve air quality while “K” Line makes significant investments to upgrade ships to accommodate shore-side electricity. ITS will phase in the use of cold-ironing as the electrical infrastructure is built by the Port. Ultimately, 100 percent of the ships calling at ITS will use cold-ironing or comparable technology.

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The Harbor Commission also approved a \$7.3 million contract with Manson Construction Co. of San Pedro for the waterside electrical infrastructure at the Berth T121 oil terminal leased to BP. The work is scheduled for completion in spring 2007. A second contract will be awarded this fall for onshore electrical facilities, with completion expected in summer 2007. For more information, please go to <http://www.polb.com/civica/press/display.asp?layout=1&Entry=18> and <http://www.polb.com/news/displaynews.asp?NewsID=62>.

More Cruise Ships in Seattle to Plug in

According to *The Olympian* of May 4, 2006, the Port of Seattle expects more cruise ships to plug into its two electric berths for shore power instead of idling their diesel engines while the ships are in port. Princess Cruises plugged in its *Diamond Princess* and *Sapphire Princess* last year, and Holland America is planning to do the same with two of its three Seattle-based ships this season. It costs about \$1 million to equip a ship with the necessary electrical equipment on-board plus \$1.8 million to install the hardware shore side. Each company is paying most of the costs. Starting next year, the Port will require that ships not plugging into the grid must use low-sulfur fuel to reduce emissions. *Source:* Joe Tario, NYSERDA

MANUFACTURERS NEWS

ACC Climate Control Introduces New APU

At the Mid-America Trucking Show and other locales, ACC Climate Control introduced to the market its second generation TropiCool heating and air-conditioning system. The manufacturer claims longer term savings in both fuel consumption costs and truck engine maintenance costs. The dual-voltage 12V DC/110V AC TropiCool Power Plus is also a secondary loop, hermetic system that does not require refrigerant certification to install. The system includes TropiCool complete heating, ventilation, and air-conditioning (HVAC) system as well as a Group 31 AGM battery package, new style 2,500 W inverter/charger, 270 A alternator and power management system along with a digital thermostat and PC relay board. The system is fully compatible with ACC Comfort HD air-to-air or coolant-to-air, fuel-fired heaters that also operate from the same control. For more information, please see <http://www.acclimatecontrol.com>. *Source:* Alex Moulthanovsky, ACC Climate Control

OTHER NEWS OF INTEREST

Manufacturers Split on Future of Fuel Cell APU's

According to the May 30, 2006, issue of *Transport Topics*, the future of fuel cell APU's is uncertain. U.S. truck maker Freightliner LLC, after working on two development projects for more than 4 years, has decided that hydrogen fuel cell technology is not yet ready for a role in reducing idling in the trucking industry.

On the other hand, AB Volvo, parent of Volvo Trucks North America, continues to pursue an APU driven by a compact fuel cell. The Swedish automotive firm said this APU is based on recently patented technology that creates hydrogen gas from the truck's diesel fuel. The *Transport Topics* link is <http://www.ttnews.com/members/topNews/0015458.html>. More information is



available in the May/June issue of *Equipment & Maintenance Update*, a supplement to the May 15 print edition of *Transport Topics*, and available only by subscription.

CTA Urges Increase in Weight Allowances

New technology options for saving energy and reducing emissions has caused the Canadian Trucking Alliance (CTA) to urge the National Task Force on Vehicle Weights and Dimensions, which reports to the Council of Deputy Ministers Responsible for Highways and Transportation Safety to address this issue on a priority basis. The CTA and the provincial associations contend that current truck weight laws are a deterrent to investment in idling reduction devices, wide-base single tires, and new smog-free truck engines by penalizing the payloads of vehicles equipped with these new, fuel-efficient/environment-enhancing technologies. The CTA wants a 400-lb GVW tolerance for APU's because the weight of these units can reduce a truck's payload by as much as 500 lbs. The U.S. EAct 2005, which was signed into law in August 2005, includes a 400-pound vehicle weight exemption for trucking companies operating such devices. For further information, please go to

http://www.cantruck.com/news/news/2006/ctapr_2006_05_11_094842_rt.php3. Source: Joe Tario,

CTA Wants NRCan to Restore CTEER Anti-Idling Rebate Program

A Canadian Government program that gave financial incentives for the purchase of idling reduction technology has expired, so the CTA is asking the Natural Resources of Canada (NRCan) to reinstate its Commercial Transportation Energy Efficiency Rebate (CTEER) program. That program was in place from August 2003 to March 31, 2006. Recently, the new Conservative government announced that it was suspending funding of all climate change programs pending the development of a new made-in-Canada approach to reducing GHG's.

CTEER, which was administered by NRCan's FleetSmart in cooperation with equipment suppliers, attempted to reduce unnecessary truck idling by offering rebates of up to 20 percent (between Can\$350 and \$1,400) on pre-approved cab heaters, air-conditioners, or APU's. During the life of the program, the Canadian Government invested \$5.8 million in rebates, and the trucking industry invested \$30 million. Over 13,000 auxiliary heating/cooling systems were introduced into the heavy truck market, and on average 2,200 idling hours were eliminated from trucks equipped with these devices. More information is available at <http://www.todaystrucking.com/news.cfm?intDocID=16199>. Source: John Dennehy, Espar

Diesel Hybrid Bucket Truck Now in Service

TXU Electric Delivery, the electric utility in the Dallas-Fort Worth, Texas, area, is now using its first hybrid diesel-electric bucket truck for maintenance and repair of overhead electric lines in selected parts of the company's system over the next 2 years. While the truck looks like a normal utility bucket truck, it runs on up to 60 percent less fuel. It is one of only 24 operating in North America, and TXU Electric Delivery is one of only 14 electric companies in this pilot program. In addition to being able to run on B20 biodiesel, the truck can operate for up to 2 hours on battery power during periods when the diesel engine would normally be idling. The hybrid truck was manufactured by International Truck and

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Engine Corp., in partnership with Eaton Corp. The national pilot program is administered by WestStart-CALSTART. For more information, please visit <http://www.oncorgroup.com/about/newsroom/detail.asp?prid=953>. Source: Joe Tario, NYSERDA

California Legislators Review Two Trucking Bills

In an effort to cut down on emissions at ports, a bill moving through the California Senate would fine ports that cause truck drivers to wait more than 30 minutes while doing business with terminals in the State. Under current California law, marine terminals that cause trucks to idle or queue (wait in line) for more than 30 minutes to load or unload can face fines. Sponsored by Sen. Alan Lowenthal, D-Long Beach, SB 1829 would require marine terminals to operate in such a manner that does not cause trucks to wait and idle for more than 30 minutes outside terminal gates. The bill also states that once inside the gates, truckers could not be made to 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.

Another piece of legislation, introduced by Assemblywoman Jenny Oropeza (D-Carson), is also intended to aid truckers. AB 2647 would establish a revolving fund, no-interest or low-interest loan program to provide funding for truck parking space electrification, idling reduction truck cab technologies, and installation of SmartWay Upgrade Kits. Text of both bills is available at http://www.leginfo.ca.gov/pub/bill/sen/sb_1801-1850/sb_1829_bill_20060425_amended_sen.pdf, http://www.leginfo.ca.gov/pub/bill/asm/ab_2601-2650/ab_2647_bill_20060526_amended_asm.pdf, and http://www.landlinemag.com/todays_news/Daily/2006/May06/051906.htm#2. Source: *Land Line*, May 19, 2006

MIT Research Enhances Options for New In-Cab Idling Reduction Technologies

Massachusetts Institute of Technology (MIT) Professor John Kassakian is leading a team of professors, research engineers, and graduate students in developing a new application for an old technology, thermophotovoltaics. New materials and more knowledge may make it possible to convert light into electricity for automotive applications, such as supplying the power to run the lighting, air-conditioning, and electronic systems in heavy-duty trucks, eliminating the need to run the diesel engine all night long while the driver rests. For more information, please go to <http://web.mit.edu/newsoffice/2006/tpv.html>. Source: Joe Tario, NYSERDA

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.

Editor

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

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