



NATIONAL IDLING REDUCTION NETWORK NEWS

November 2007

SOLICITATIONS FOR FUNDING AND AWARDS

[Red text indicates a new entry compared to last month.]

Organization	Project	Funding	Deadline	Website
New Jersey Department of Environmental Protection	New Jersey Truckers Challenge	\$750,000	Rolling deadline until funds are awarded.	http://www.njmta.org/images/pages/novemberdep.pdf
Pittsburgh Public Schools, the Heinz Endowments, Clean Water Action, Group Against Smog and Pollution, and the Clean Air Task Force	Pittsburgh Healthy School Bus Fund	\$500,000	Rolling deadline until funds are awarded.	http://www.dieselretrofitrebate.org
Baltimore (Maryland) Regional Transportation Board (BRTB)	FY 2008 BRTB Competitive Selection Process for Congestion Mitigation and Air Quality Improvement Program Funding	\$1 million	December 28, 2007	http://www.baltometro.org/content/view/922
U.S. Environmental Protection Agency (EPA)	State Innovation Grants	\$1.4 million	January 3, 2008	http://a257.g.akamaitech.net/7/257/2422/01jan20071800/edocket.access.gpo.gov/2007/E7-22755.htm
Society of Automotive Engineers (SAE)	2008 SAE Barry D. McNutt Award for Excellence in Automotive Policy Analysis	N/A	January 15, 2008	http://www.sae.org/news/awards/list/mcnutt/
EPA Region 9	West Coast Diesel Collaborative Innovations in Clean Diesel	\$500,000	February 15, 2008	http://www.grants.gov/search/search.do?&mode=VIEW&flag2006=true&oppld=16214



Organization	Project	Funding	Deadline	Website
Federal Highway Administration (FHWA)	Broad Agency Announcement for Transportation Planning Co-operative Research	\$700,000	Pre-proposals are required and are due February 15, 2008, with final proposals by invitation.	http://www2.fbo.gov/spg/DOT/FHWA/OAM/DTFH61%2D08%2DR%2D00011/listing.html

PRESENTATIONS FROM MEETINGS

Meeting	Location	Date	Website or Contact
California Air Resources Board (CARB) On-Road Heavy-Duty Diesel Vehicles Public Workshop	Redding, San Diego, Sacramento, Fresno, El Monte, and Oakland, California	October 18, 19, 22, 23, 24, 25, 2007, respectively	http://www.arb.ca.gov/msprog/onrdiesel/documents/071017_Truck_%20Reg_Workshop.pdf
CARB Workshop on Proposed At-Berth Ocean-Going Vessels Regulation	Sacramento, California	November 9, 2007	http://www.arb.ca.gov/ports/shorepower/shorepower.htm
CARB Climate Change Scoping Plan Public Workshop	Diamond Bar, California	November 30, 2007	http://www.arb.ca.gov/app/calendar/cal_wksp.php
CARB Board Meeting	Sacramento, California	December 6-7, 2007	http://www.arb.ca.gov/board/ma/2007/ma120607.htm



REGULATORY NEWS

Pennsylvania Approves New Draft Idling Regulation for Public Comment

A petition from the Clean Air Board of Central Pennsylvania to the Environmental Quality Board (EQB), an independent board of the Pennsylvania State government, has resulted in a new proposed regulation that would limit idling of heavy-duty trucks Statewide to no more than 5 minutes in a 60-minute period. Other vehicles falling under the purview of this draft regulation would be many delivery trucks, school buses, transit buses, and motor coaches.

The Pennsylvania Department of Environmental Protection (DEP) estimates that 13,000 long-haul trucks idle in Pennsylvania each day. If each of these trucks used alternative means to provide drivers with power during rest periods, fuel use would be cut by more than 20 million gallons a year. If the regulation is enacted in its present form, DEP says that by 2010 annual emissions of NO_x would be reduced by about 1,610 tons, volatile organic compounds by about 45 tons, and particulate matter by about 30 tons, assuming that idling would be reduced by about half.

There are several exemptions included in the proposed anti-idling measure, such as allowing a vehicle with a sleeper compartment to idle when the outside temperature is below 40°F or above 75° F if stationary idling reduction technology is not available. This exemption would expire on May 1, 2010. Other exemptions, which include those contained in EPA's Model State Idling Law, would allow idling for ac-

tive loading or unloading of passengers or property, operating work-related mechanical or electrical operations other than propulsion, and maintenance, repairs, or inspections for safety-related issues. In addition, passenger and school buses would be allowed to idle for up to 15 minutes during a 60-minute period to provide heating or cooling when non-driver passengers are on board.

The EQB will accept public comment on this proposed regulation for 60 days following the regulation's publication, which is expected in January 2008, in the *Pennsylvania Bulletin*. There will also be three public hearings on the proposal.

Because of its extensive interstate highway system, there is a heavy volume of truck travel in Pennsylvania. The Commonwealth has some 260 truck stops, 47 public rest areas, and more than 13,000 truck parking spaces, which provide many convenient areas for heavy-duty diesel vehicles to idle during federally mandated rest periods and at other times.

More information is available at <http://www.ahs.dep.state.pa.us/newsreleases/default.asp?ID=4796> and <http://www.cumberlandlink.com/articles/2007/10/17/news/news836.txt>.
Source: Arleen Shulman, Pennsylvania DEP



Stepped-Up Enforcement Means Cleaner Outdoor Air in NYC

The New York State Department of Environmental Conservation (NYSDEC) is working with government agencies in New York City (NYC) to clean up outdoor air in East Harlem, a neighborhood that suffers from high asthma rates. The “Stop Smoking Initiative for Trucks and Boilers” has led to enforcement of anti-idling regulations in this area, along with identifying polluting boilers.

NYSDEC law enforcement officers have been pulling over diesel trucks and issuing tickets to those that fail to comply with State emissions standards on emissions. As of mid-November, a targeted sweep pulled over 311 trucks for inspection, and 110 trucks were found to be in violation of State air-quality regulations. NYSDEC estimates that at least 25 percent of the trucks going through this neighborhood violate air-quality standards, and there are thousands of trucks that pass through East Harlem each day.

As a second part of the initiative, NYSDEC officers have been patrolling the neighborhood issuing tickets for trucks or buses illegally idling. The Department intends to work with fleet owners to get them to correct these problems. Besides ticketing, NYSDEC has placed an air monitoring unit on the grounds of Metropolitan Hospital to monitor the air in the area for 2 months.

NYC Department of Environmental Protection inspectors have been issuing tickets for boilers found emitting black smoke and polluting the neighborhood and for illegally idling trucks. Promoting compliance with the city’s strict 3-minute limit on idling vehicles is a component of PlaNYC 2030, which includes 14 separate clean air initiatives.

For more information, please go to <http://www.dec.ny.gov/press/39797.html>. *Source:* Joe Tario, New York State Energy Research and Development Authority

Little Rock Talks about Anti-Idling Regulations

Anti-idling was on the agenda for a recent meeting of the Metroplan Board of Directors in Little Rock, Arkansas. The board is made up of city and county officials in the Little Rock area. According to a television news report, the directors discussed the possibility of having anti-idling regulations that would pertain to tractor-trailers, trains, and school buses. While there was no action taken, the report said that

consensus was that anti-idling should be dealt with at the Federal level and enforced at that level. A representative of the Arkansas Trucking Association brought up the point that a patchwork of regulations across the country would cause problems in keeping drivers informed about the differences among the laws. Please go to <http://www.katv.com/news/stories/1107/476673.html>.



California Moves to Mandate SmartWay Upgrade Kit Trucks by 2010, No-Idle Engine

CARB has added heavy-duty trucks and ocean-going vessels to the list of “early measures” to help meet the State's goal of reducing greenhouse gas emissions by 25 percent by 2020 as required by the Global Warming Solutions Act (AB 32). The newly approved measures include:

- SmartWay truck efficiency: The measure would require existing trucks and trailers to be retrofitted with devices that incorporate the SmartWay Upgrade Kit (aerodynamic drag features, diesel oxidation catalyst, single wide tires, diesel particulate filter, and auxiliary power unit (APU)), which CARB says would reduce 1.3 million metric ton reductions in greenhouse gas equivalents as well as reducing fuel consumption.
- Port electrification: This measure would require docked ships to shut off auxiliary engines by plugging into shoreside electrical outlets. Already offered as a NO_x and diesel PM reduction effort used at the Ports of Long Beach/Los Angeles and Oakland, this project will also reduce greenhouse gas emissions by 500,000 metric tons every year, according to CARB.

The Golden State is also requiring that truck engines manufactured for model year 2008 and later have a shutoff function activated unless they meet a new standard of emitting no more than 30 grams of NO_x per hour while idling. Engines already have the capability to have the shutoff function activated, but California's rule makes their activation mandatory for any truck that enters the State. State law also prohibits the shutoff functions from being manipulated at any time by the driver. According to the Engine Manufacturers Association, engine manufacturers are working diligently to have engines certified to this clean standard.

Sources for this article include <http://www.dieselforum.org/news-center/diesel-direct-newsletter/diesel-direct-october-31-2007>, http://www.landlinemag.com/Special_Reports/2007/Nov07/111507_California_engine.htm and <http://www.arb.ca.gov/msprog/cabcomfomfort/cabcomfomfort.htm>.

If You Drive a Truck in California, CARB Wants Your Opinion

As part of its effort to gather information before a proposed regulation goes into place next year, companies and individuals who own or lease any diesel-powered truck, bus, pickup or other vehicle for 12 months or more are being asked to fill out a questionnaire at http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel_new.htm. The purpose of the survey is to better understand the age and use of diesel vehicles in different operational modes, such as long-haul, local delivery, and other types of operations. Those persons wishing to keep the information confidential may do so by checking a box on the form.

The data from the survey tie into a rule that could go into place in mid-2008. The first phase of the rule would require that all trucks with 1997 and older engines to become compliant with 2007 emissions by December 31, 2010. Trucks with model-year engines from 1998 through 2002 would have to be compliant by 2011; 2003 and 2004 engines, by 2012; and 2005 and newer, by 2013. The second phase of the proposed rule would require truck engines to meet or exceed emissions standards of 2010 model year engines. The 2003 engines would have to meet the standard by December 31, 2017; 2004



through 2006 engines, by 2018; 2007 engines, by 2019; 2008 engines, by 2020; and 2009 engines, by 2021. More information can be found at

http://www.arb.ca.gov/msprog/onrdiesel/onroad_survey/index.php
http://www.landlinemag.com/todays_news/Daily/2007/Nov07/111907/111907-05.htm.

Baby, It's Cold outside in Alberta as Jasper Bans Idling

According to the *Edmonton* (Alberta, Canada) *Journal*, Jasper has become one of the few Alberta municipalities with an anti-idling bylaw that not only applies to cars and trucks, but also severely limits the number of exemptions. Jasper has about 4,600 people and is located in Jasper National Park. The law, which took effect on November 1, 2007, would permit idling only when the vehicle is stationary and

working; "working" is defined as waiting at a traffic or railroad signal, defrosting the windshield, handling police or other emergencies, or doing construction jobs. Originally, the law had a 2-minute limit, but the municipal government decided against that as being too difficult to enforce.



The fine for violations would be Can\$100; there have been a number of warnings while the city focuses on pub-

lic education. There is also an effort to push for similar rules to cover the rest of nearby Jasper National Park and trains that idle while sitting on sidings.

In other parts of Canada, more than 20 Ontario municipalities have idling bylaws, while Montreal and Vancouver use regulations on noise or nuisances to curtail the practice. Idling is also restricted in Hinton, Alberta. Last May, Edmonton rejected calls to introduce a similar bylaw, saying many residents oppose such legislation and it would be difficult to administer. However, officials are considering a Can\$140,000 campaign in the 2008 budget aimed at convincing people to voluntarily turn off their vehicles when they are not moving. More information can be found at <http://www.canada.com/edmontonjournal/story.html?id=9edbb328-7ddc-4b42-b617-706d960fbaa4&k=85136> and http://www.jasper-alberta.com/pdf/By_Laws/095_Idling_Bylaw.pdf.

AWARDS AND RECOGNITION

SmartWay Makes 34 Environmental Excellence Awards

EPA's SmartWay Transport Partnership recognized 34 businesses and organizations with its second annual SmartWay Excellence

Awards for environmental leadership in reducing fuel consumption and lowering emissions of greenhouse gases. The awards were pre-



sented on October 23, 2007, during the annual conference of the Council of Supply Chain Management Professionals in Philadelphia. This year's recipients have integrated a broad range of innovative fuel-saving strategies and technologies into their freight and fleet operations, leading to reduced energy consumption and cleaner air. Improvements include installation of APU's, which eliminate the need to idle an engine all night to heat or cool the cab while a driver sleeps.

Because of 3-year commitments to upgrade their trucks with APU's, energy efficient tires, enhanced trailer aerodynamics, and other improvements, SmartWay partners are saving 600 million gallons of die-

sel fuel -- a cost benefit of almost \$2 billion -- and eliminating nearly 7 million metric tons of CO₂ emissions that contribute to global warming.

EPA launched SmartWay in 2004 to address the environmental and economic challenges surrounding growth in the freight industry. Through the program, EPA is now working with more than 600 businesses to improve both their bottom line and the environment by offering technical assistance, tools for evaluating opportunities to lower fuel use and emissions, and help in locating financing for the purchase of fuel-saving equipment and technology. More information is available at <http://www.epa.gov/smartway/awards07.htm>.

Award Category	Business or Organization	Location
Carriers	Contract Freighters (CFI)	Joplin, Missouri
	CSX Transportation	Jacksonville, Florida
	John Christner Trucking	Sapulpa, Oklahoma
	Knight Transportation	Phoenix, Arizona
	Langford	St. Cloud, Minnesota
	Meijer	Grand Rapids, Michigan
	Metropolitan Trucking	Paterson, New Jersey
	Orlicks	Calgary, Alberta
	P.A.M. Transportation Services	Tontitown, Arkansas
	Quad/Graphics	Sussex, Wisconsin
	Roehl Transport	Marshfield, Wisconsin
	Schneider National	Green Bay, Wisconsin
	Smithfield Transportation Company	Smithfield, Virginia
	Swift Transportation Company	Phoenix, Arizona
	TransAm Trucking	Olathe, Kansas
Wal-Mart	Bentonville, Arkansas	



Award Category	Business or Organization	Location
Shippers	IBM Corporation	Armonk, New York
	Johnson & Johnson Sales & Logistics Company	North Brunswick, New Jersey
	JCPenney	Plano, Texas
	Kimberly-Clark Corporation	Knoxville, Tennessee
	Lowe's Companies	North Wilkesboro, North Carolina
	Michelin North America	Greenville, South Carolina
	Office Depot	Delray Beach, Florida
	Sharp Electronics	Mahwah, New Jersey
	Steris Corporation	Mentor, Ohio
Logistics Companies	Alliance Shippers	Englewood Cliffs, New Jersey
	Exel	Westerville, Ohio
	Limited Brands	Columbus, Ohio
	National Logistics Management	Detroit, Michigan
Affiliates	4 State Trucks	Joplin, Missouri
	American Trucking Associations	Alexandria, Virginia
	Cascade Sierra Solutions	Coburg, Oregon
	North Central Texas Council of Governments	Arlington, Texas
	Superior Financial Group	Walnut Creek, California

South Shore Clean Cities among Winners of EPA Region 5 Award

EPA Region 5's Midwest Clean Diesel Initiative Leadership Group recognized groups and individuals who had taken actions to reduce diesel emissions in that region. One of the four award recipients, the South Shore Clean Cities Inc. of St. John, Indiana, was recognized for its work on retrofitting school buses, organizing and contributing to more than 30 outreach events on diesel emissions, and creating a web site and an anti-idling print, radio, and web campaign that reached thousands of Indiana residents. The Hamilton County Department of Environmental Services received an award for its retrofit-

ting of 265 school buses, with a goal of 800 in all. Recognition went to Marten Transport Limited, which has installed 800 APU's on its fleet of 2,200 vehicles and plans to retrofit the entire fleet to save more than 4 million gallons of fuel a year. A special recognition award was made to the Ohio Environmental Council for its work with school districts across Ohio to retrofit, refuel, repower, and replace school buses and idling reduction projects. More information is available at <http://www.epa.gov/midwestcleandiesel/leadershipgroup/lqawards.html>. Source: Anthony Maietta, EPA Region 5



Carrier Receives EPA Recognition for Ozone Protection

At a ceremony in Montreal (Quebec, Canada) in October 2007, EPA honored Carrier Corporation with its Best-of-the-Best Stratospheric Ozone Protection award in recognition of Carrier's achievement in not using ozone-depleting chemical refrigerants. In 1994, Carrier claims to have been the first company to phase out chlorofluorohydrocarbons (CFC's) from air-conditioning (AC) systems worldwide, 2 years ahead of the requirements in the United States.

Carrier's Transicold unit, which manufactures the Deltek™ hybrid diesel-electric refrigeration technology, employs a sealed refrigeration

circuit that requires only half the refrigerant of conventional equipment, and the ComfortPro™ APU. Both systems use non-ozone depleting R-134a. Please go to http://www.epa.gov/Ozone/awards/bestofthebest/2007_botb_winners.html and http://www.trucktrailer.carrier.com/generic/0,2804,CLI1_DIV7_ETI9198,00.html for more information. *Source:* Thomas Cunningham for Carrier Transicold

Truckers Again Come Out as Big Winners in Small Business Advantage Grants Program

The Pennsylvania DEP Small Business Advantage Grants has become an excellent source of matching funds for trucking companies and independent operators to purchase APU's for their trucks. This latest round of funding has provided \$144,100 to upgrade 29 trucks.

This DEP program offers a 50-percent match of up to \$7,500 for equipment or processes that reduce energy consumption, promote pollution prevention, and increase profitability. All in all, 137 small businesses in Pennsylvania will receive a total of \$821,000 in this funding round. Since the launch of the Small Business Advantage Grants in July 2004, almost \$3.5 million has been awarded to 662 businesses across the Commonwealth.

The Small Business Advantage Grant Program is open to small business owners whose business or facility is located in Pennsylvania. An

eligible applicant must be a for-profit business enterprise that is a corporation, limited liability company, partnership, sole proprietorship or other legal entity that has no more than 100 employees and is a separate legal business entity at the time the application is submitted. Applicants may be manufacturers or service providers.

For more information, visit www.depweb.state.pa.us, keyword: Small Business Advantage Grant Program. Press releases on these grants are at <http://www.ahs.dep.state.pa.us/newsreleases/default.asp?ID=4837&vArQueryType=Detail> and <http://www.ahs.dep.state.pa.us/newsreleases/default.asp?ID=4873>.



UPCOMING MEETINGS AND EVENTS

[Red text indicates a new entry compared to last month.]

Meeting	Location	Date	Website or Contact
Carl Moyer Program Advisory Group Meeting	Sacramento, California	January 9, 2008	http://www.arb.ca.gov/app/calendar/cal_wksp.php
87 th Annual Transportation Research Board Meeting	Washington, D.C.	January 13-17, 2008	http://www.trb.org/news/blurb_detail.asp?id=8181
CARB Climate Change Scoping Plan Alternative Mechanisms Workshop	TBD	January 16, 2008	http://www.arb.ca.gov/app/calendar/cal_wksp.php
CARB Board Meeting	Sacramento, California	January 24-25, 2008	http://www.arb.ca.gov/bonds/schoolbus/schoolbus.htm
9th Annual Advancing the Choice Expo	Temecula, California	February 6, 2008	Please contact Barbara Spoonhour at spoonhour@wrcog.cog.ca.us or (951) 955-8313
SAE 2008 Hybrid Vehicle Technologies Symposium	San Diego, California	February 13-14, 2008	http://www.sae.org/events/training/symposia/hybrid
Clean Heavy-Duty Vehicle Conference	San Diego, California	February 20-22, 2008	http://www.calstart.org/programs/chdvc/2008index.php?p=programs
Faster Freight, Cleaner Air	Los Angeles, California	February 25-27, 2008	http://www.fccalifornia.com
Alternative Fuels & Vehicles National Conference + Expo	Las Vegas, Nevada	May 11-14, 2008	http://www.afvi.org/NationalConference2008/

NEW PUBLICATIONS OF INTEREST

[Red text indicates a new entry compared to last month.]

Source	Title	Website or Contact
American Transportation Research Institute	<i>Critical Issues in the Trucking Industry – 2007</i>	http://www.atri-online.org



Source	Title	Website or Contact
CARB	<i>Economic and Technology Advancement for California Climate Solutions</i>	http://www.arb.ca.gov/cc/etaac/etaac.htm
	<i>Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California Recommended for Board Consideration</i>	http://www.arb.ca.gov/cc/ccea/ccea.htm
	<i>Railyard Health Risk Assessments</i>	http://www.arb.ca.gov/railyard/hra/hra.htm
EPA	<i>The Magic School Bus Gets Cleaned Up</i>	http://www.epa.gov/cleanschoolbus/msb-book.htm
National Renewable Energy Laboratory	<i>Clean Cities Annual Metrics Report 2006</i>	http://www.nrel.gov/docs/fy07osti/41753.pdf
Port of Seattle	<i>Northwest Ports Clean Air Strategy</i>	www.portseattle.org/downloads/community/environment/NWCleanAirStrat_20071.pdf
U.S. Internal Revenue Service (IRS)	<i>Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, §11144 – Idling Report</i>	Please contact Reuben Robinson, IRS, at reuben.a.robinson@irs.gov for a copy.

ELECTRIFIED PARKING SPACES

CabAire Opens Automated Truck Stop Systems in Connecticut

There is a new entrant in the field of electrified parking spaces. CabAire LLC, the sales and marketing arm of Control Module, has developed an automated truck stop system that offers a modular suite of technology that adapts to the facilities' specific lot sizes and does not require overhead booms, office trailers, or round-the-clock, on-site personnel. The company claims that the system offers such advantages as increasing the revenue for the truck stop owner, improving



efficiency of the truck driver, and reducing labor costs, diesel idling, engine noise, and light pollution at the truck stop.

The CabAire Idle Reduction Service Towers can provide service to one or two trucks at the same time and allow for either back-in or nose-in parking. The towers are



equipped with ultraviolet-treated air for heating, cooling, and dehumidification. There are two 120-V outlets and cable and internet service. CabAire also offers light-emitting diode (LED) lighting for the parking lot that is designed to minimize light pollution; as a result, there is a “park-like” setting that is less disturbing to the area abutting the truck stop.

The company’s first installation, which opened in November 2007, is at the new American Auto Stop, formerly the Tinaco Plaza, in North

Stonington, Connecticut, at Exit 93 of Interstate 95, the Connecticut Turnpike. The project was self-funded by James Bianco, Chief Executive Officer and President of CabAire. At the present time, drivers are not being charged; however, occupancy has ranged from 5 to 20 percent of the spaces. More information is available at <http://www.cabaire.com> and <http://www.nhcleancities.org/presentations/cabaire.pdf>. Source: Daniel Shanahan, CabAire

Rest Stops in Japan Provide AC for Trucks

According to the English version of the *Asahi Shimbun*, truckers can now stay cool since mid-October at several truck stops in Japan by plugging into 50 electricity dispensers at rest stations in Kanagawa, Saitama, Shizuoka, Shiga, Osaka, Fukuoka, and Saga prefectures. Each dispenser is capable of providing power to 100 trucks.

Tokyo Electric Power Company (TEPCO) and Hino Motors Limited are developers of the system, which can reduce CO₂ emissions from a large truck by 98 percent. TEPCO plans for the units to be installed at other rest areas along expressways, at fueling stations, and at factories. With the new power-supply system, drivers get the added bonus of a rest without the noise, vibrations, or exhaust from idling engines, according to the companies.

To use the new system, truck drivers must buy an AC unit, which would be installed on the roof, and electric cables, which together cost about 300,000 ¥ (roughly US\$2,648). The dedicated AC unit is designed only for cooling, but the power-supply system allows drivers to use electric blankets or other heating devices when it is cold.

To use the system, truck drivers must sign a contract with TEPCO and receive an identification card, which is placed over a reader device of the dispenser unit. The monthly fee is 1,050 ¥ (\$9.25), including tax, and 72 ¥ (64¢) is charged additionally for each hour of electricity supply. TEPCO said the hourly fee is less than half of the 187 ¥ (\$1.65) required for the diesel fuel that a large truck consumes in 1 hour while idling its engine and running its AC system. More information is at <http://www.asahi.com/english/Herald-asahi/TKY200711170092.html>.



FINANCING

OOIDA Now Offers Financing for Generators, APU's

As a result of member requests, the Owner-Operator Independent Drivers Association (OOIDA) is offering financing through its Finance Department for generators and APU's. Having this financing available can help drivers with what can be high, up-front costs of this idling reduction equipment. More States and localities are putting anti-idling laws in place, and OOIDA is responding to its members' requests for paying for devices to help avoid fines while keeping comfortable.

Rates on the loans range from 8.36 to 10.36 percent and cover the actual costs of the unit and its installation. While there is a set dollar limit on the amount that can be financed, the program does allow financing from 12 to 60 months with no penalties for paying off the loan early. More information is available at http://www.landlinemag.com/todays_news/Daily/2007/Oct07/102207/102607-03.htm or by calling OOIDA at (800) 444-5791 and asking for the Truck Finance Department. *Source:* Linda Gaines, Argonne National Laboratory

Virginia Port Authority Partners with SmartWay for Low-Cost Financing

Truckers in the Norfolk, Virginia, area are now eligible to participate in a pilot program launched by the Virginia Port Authority and the EPA SmartWay Transport Partnership. The new program offers low-cost financing to purchase diesel trucks with more emission efficient engines or to retrofit older models for efficiency. It also brings together lenders and truck dealers to help truckers buy APU's, single wide-based tires, and improved aerodynamic tractors and trailers, which are some of the components of the SmartWay Upgrade Kit. Truck owners who participate in this program are likely to save between \$100 and \$200 per month on their loan payments while also improving their fuel economy and reducing emissions

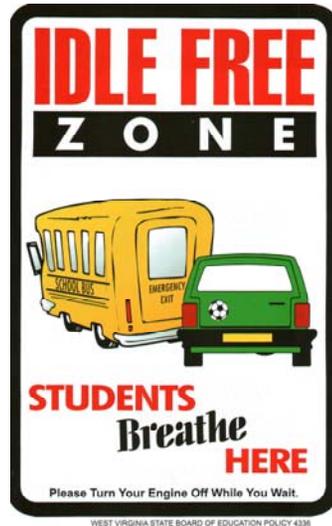
Partners in the Norfolk area include the Virginia Port Authority, BB&T Bank, Resource Bank, Community Development Transportation Lending Services, Norfolk Truck Center, and Virginia Truck Center. EPA is working with other port authorities to eventually expand the program nationwide, with an overall goal of reducing emissions from millions of existing diesel engines. More information about this partnership is at <http://yosemite.epa.gov/opa/admpress.nsf/eebfaebc1afd883d85257355005afd19/ff9377a9ec8d159185257369004f730b!OpenDocument>.



SCHOOL BUSES

Wheeling Area Schools Establish "Idle-Free" Zones

Parents and school bus drivers in Ohio County (West Virginia) Schools are being asked to turn off their engines when they pick up and drop off students. The West Virginia State Board of Education (BOE) has implemented a new policy (WV BOE 4336) that calls for minimizing idling as an effective and immediate way to reduce diesel emissions. The policy protects indoor health and saves money on fuel and maintenance for school buses in the Wheeling area while improving air quality. "Idle Free Zone" signs are now being installed at all Ohio County schools, which the West Virginia Department of Environmental Protection



has made available at no cost to the school systems. A total of 30 signs will be going up at each school in the county.

During the cold weather month, drivers are supposed to limit their idling to 5 minutes. However, when temperatures are at 40°F or below, drivers are permitted to idle, as necessary, to defrost windows and to keep passengers comfortable. Parents are being urged to shut down their own vehicles in normal weather.

Every bus in the county is using ultra-low diesel fuel and low-ash oil. New buses are equipped with diesel oxidation catalysts and diesel particulate filters. Please see <http://www.theintelligencer.net/page/content.detail/id/501578.html?nav=510&showlayout=0> and <http://www.wvdep.org/alt.cfm?asid=151> for more information.

School Buses in Michigan Get Truck Cab Heaters

WJRT in Fenton, Michigan, reports that nine school buses in the Swartz Creek School District are using Webasto heaters to keep the buses warm while the engine is turned off. The heater costs about \$2,000 and can go on any vehicle that does a lot of idling. The School District has found that the payback is normally less than a

year. The TV station notes that EPA figures show 668 barrels of diesel fuel are wasted every day by idling school buses in Michigan. Further information is available at <http://abclocal.go.com/wjrt/story?section=local&id=5714131>.



MANUFACTURERS NEWS

More Cab Comfort Systems Meet California Regs

As of January 1, 2008, sleeper cabs will not longer be exempt from idling regulations in California. In order to meet that regulatory requirement, Kenworth and Webasto have joined Cummins, Dometic, Espar, and RigMaster in offering diesel-fueled APU's, battery-powered APU's (which are already exempt as they have no internal combustion engines), or diesel-fired heaters. As of that date, new trucks must have a tamper-proof, non-programmable automatic shut-down system that prevents trucks from idling more than 5 minutes unless they have NO_x emissions at idle of 30 grams per hour or less.

Kenworth. The Kenworth Clean Power no-idle system is now fully compliant with California requirements, and uses dedicated, advanced deep-cycle batteries to power a thermal storage cooler having 21,000 Btu's of cooling capacity. The system offers engine-off cooling and heating along with 120-V power for hotel loads. The company reports that drivers can stay comfortable for up to 10 hours when the outside temperature is 95°F and suggests that using this system could result in fuel economy savings of as much as 8 percent if the driver usually idles a lot. When temperatures dip, the heater mounted under the bunk and controlled by a thermostat provides heat in the sleeper. Kenworth Clean Power also comes with an enhanced sleeper insulation package and high-output, low-current LED lighting for greater efficiency. Further information is available at

http://www.kenworth.com/6100_pre_mor.asp?file=2225 and <http://www.etrucker.com/apps/news/article.asp?id=64454>.

Webasto. Webasto's Air Top Heaters address driver comfort by efficiently heating sleeper cabs without idling the vehicle engine. Air Top 2000 S and Air Top 2000 ST heaters operate up to 20 hours on a gallon of fuel, are extremely quiet in operation, and can typically pay for themselves in one season of use. The Webasto Thermo Top Z/C (TSL 17) provides reliable, on-demand engine preheating. This system heats and circulates coolant through the engine block. The Thermo Top/TSL 17 significantly reduces fuel consumption, cold engine start damage, and exhaust emissions. It is a self-contained system that is compact and easily mounts in the engine compartment. Designed for no-idle bunk cooling while the driver sleeps, BlueCool Truck is charged while the truck is moving down the road. It provides cool cabin air via stored thermal energy, and uses minimal 12-V power to run fans and circulate the coolant. The system uses no diesel fuel and therefore produces no emissions during the cooling operation because it runs independently of the original equipment manufacturer AC system. More information is at http://www.fleetowner.com/equipment/webasto_california_air_quality/index.html and [http://www.fuelpub.com/web/online/Newsletter-News/Three-Webasto-Non-Idle-Heating-Products-Earn-California-ARB-Approval-/4\\$558](http://www.fuelpub.com/web/online/Newsletter-News/Three-Webasto-Non-Idle-Heating-Products-Earn-California-ARB-Approval-/4$558).



OTHER NEWS OF INTEREST

Trucking Companies See Value in APU's

Two large trucking fleets are realizing the benefits of installing APU's for their drivers. Feedback from drivers is positive in terms of being well-rested and comfortable while sleeping in the cabs; the companies like the payback of 18 months or so, given the high cost of diesel fuel.

Schneider National Inc. Schneider is the first major U.S. transportation carrier to install Webasto's Air Top 2000 in-cab heater in all its new tractors purchased since June 2003. The heater, the size of a standard mailbox, sits under the bunk of a truck's sleeper cab, is diesel-fired, and operates like a forced-air furnace. The heater uses less than 0.07 gallon of fuel per hour, compared to almost 0.8 gallon when

the tractor is idling. Drivers like the quiet units and the more comfortable sleep they were able to get, according to Schneider. Please go to http://www.webasto.us/press/en/press_company_3534.html for more information.

Marten Transport. This fleet of over 2,000 trucks is in the process of installing APU's on all its vehicles and aims to have APU's on 1,200 of them by the end of 2007. According to the company, the installation is costing them around \$16 million: \$8,000-\$8,500 per APU plus 10 hours of labor to install each one. Payback is about 18 months. Please see <http://www.weau.com/home/headlines/11631151.html> for more details.

Changes in Wisconsin Grant Program May Offer More Assistance

Wisconsin's Diesel Idling Reduction Grant Program has been a roaring success, by any measure. Although it had been funded at \$1 million a year, applications for funding have come in at \$6 million. In recognition of the need for more funding, the Wisconsin legislature has upped the funding. Funds for grants available in 2007-2008 and 2008-2009 will be \$2 million per cycle instead of \$1 million per cycle. Funding for 2009-2010 and 2010-2011 will stay the same at \$1 million per cycle as of now.

Other changes in 2007 Wisconsin Act 20 include reducing the amount of cost sharing from the State from 70 percent to 50 percent and limiting the total number of idling reduction units for which motor carriers are eligible to receive grant coverage from July 1, 2007, to June 30, 2011. For more information, please go to <http://commerce.wi.gov/dieselgrantprogram> and <http://www.legis.state.wi.us/2007/data/acts/07Act20.pdf>. Source: Tom Coogan, Wisconsin Department of Commerce



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 workplace and truck fleet managers and owner-operators are calculators to help determine the cost and benefits of installing and paying for idling reduction equipment. Included also is a site from Canada that quantifies the costs of workplace idling. Here are a few sites that might be of benefit to you. Please let us know if you are aware of other sources that the readers of this newsletter might want to know about. Any new entry this month is shown in red.

- Argonne National Laboratory (<http://www.transportation.anl.gov/pdfs/TA/361.pdf>)
- Cummins (<http://www.cumminscomfortguard.com/offer>)
- EPA (<http://www.epa.gov/otag/smartway/calculator/loancalc.htm>)
- Espar (<http://www.espar.com/html/service/calculator/calculator.html>)

- Kenworth (<http://www.kenworth.com>)
- Kohler Power Systems (<http://www.kohlerpower.com/mobile/solutions/apucalculator.htm?sectionNumber=13361&nodeNumber=1&contentNumber=102>)
- **Natural Resources Canada** (<http://oee.nrcan.gc.ca/transportation/tools/calculators/Idling/idlingimpact-workplace.cfm?attr=16>)
- Teleflex APU's (http://www.teleflexpower.com/tb_idle_calculator_usapu.php)
- Teleflex auxiliary heaters (http://www.teleflexpower.com/tb_idle_calculator_usheater.php)
- 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, updated in August 2007, 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 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 Locations of Electrified Parking Spaces

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/afdc/vehicles/idle_reduction_stations.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.



Status of 400-Pound Weight Exemption for Idling Reduction Devices

[Ed. note: The Energy Policy Act of 2005 allowed for a national 400-pound exemption for the additional weight of idling reduction technology on heavy-duty vehicles. Lawyers in the Federal Highway Administration interpreted the language to mean that each State would have to adopt that provision. The table below will be updated as States adopt the exemption. URL's are provided so that interested parties,

such as trucking companies, can work with their State trucking associations to make sure that enforcement officials are aware of changes in the laws. Please feel free to provide updates for this table. Red indicates a new entry compared to the previous month.]

State	Bill	URL	Status
Arkansas			As of April 23, 2007, the Arkansas Highway Police (AHP), a division of the Arkansas Highway and Transportation Department, will accept an APU weighing up to 400 pounds so long as the driver has a written certificate to that effect and the APU is fully functional at all times (AHP Enforcement Policy 07-03-030).
Kansas	SB 8, An Act Concerning Motor Vehicles	http://www.kslegislature.org/legsrv-bills/searchBillNumber.do and insert "8" in the search box	Approved by Governor Sebelius on April 14, 2007.
Maine	LD 265 (HP 221), An Act to Allow a Weight Tolerance for Vehicle Auxiliary Power Units	http://janus.state.me.us/legis/LawMakerWeb/externalsite-frame.asp?ID=280022617&LD=265&Type=1&SessionID=7	Died upon adjournment of the Legislature on June 21, 2007.
Missouri	HB 488, An Act to Amend Chapter 135, RSMO, by Adding Thereto One New Section Relating to a Tax Credit for the Use of Idle Reduction Technology	http://www.house.mo.gov/bills071/biltxt/perf/HB0488P.HTM	Died upon adjourned due to no final vote in the Senate.



State	Bill	URL	Status
New Mexico	SB 496, Weight Distance Tax & Penalties Enforcement, §9D	http://legis.state.nm.us/lcs/session.asp?chamber=S&type=++&number=496&Submit=Search&year=07	Effective July 1, 2007.
Oregon	SB 223, An Act Relating to Exemption from Weight Limitations for Vehicles with Idle Reduction Systems	http://www.oregon.gov/ODOT/MCT/LEGISLATURE07.shtml#SB223_APU_weight_allowance	Governor Kulongoski signed the bill on May 7, 2007, and it was effective immediately.
Washington		http://apps.leg.wa.gov/WAC/default.aspx?cite=468-38-073	Effective August 30, 2007.

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