



NATIONAL IDLING REDUCTION NETWORK NEWS

March 2007

SOLICITATIONS FOR FUNDING AND AWARDS

Organization	Project	Funding	Deadline	Website
North Central Texas Council of Governments	North Texas Emission Reduction grants for vehicular NO _x reduction projects, including on-site electrification and auxiliary power units (APU's)	~\$5 million	Rolling deadline until funds are fully awarded	http://www.nctcog.org/trans/air/programs/terp/cfps/index.asp
New Jersey Department of Environmental Protection	New Jersey Trucker's Challenge	\$750,000	Rolling deadline until funds are fully awarded	http://www.njmta.org/images/pages/Grant_Pr_e_Approval_Application.pdf
U.S. Department of Agriculture (USDA)	Conservation Innovation Grants for Colorado	\$800,000	April 13, 2007	http://www.grants.gov/search/search.do?oppid=12999&mode=VIEW
	Conservation Innovation Grants for New Jersey	\$250,000		http://www.nj.nrcs.usda.gov/programs/cig/StateFundingOpportunities.html
	Conservation Innovation Grants for California	\$375,000	April 20, 2007	http://www.grants.gov/search/search.do?oppid=12690&mode=VIEW
	Conservation Innovation Grants for Utah	\$450,000		http://www.grants.gov/search/search.do?oppid=12952&mode=VIEW
	Conservation Innovation Grants for Maine	\$100,000	April 27, 2007	http://www.grants.gov/search/search.do?oppid=12575&mode=VIEW
California Air Resources Board (CARB)	2007 Multi-Jurisdictional Carl Moyer Program	~\$8.5 million	April 27, 2007	http://www.arb.ca.gov/msprog/moyer/multidistrict/2007_multidistrict_solicitation.pdf



Organization	Project	Funding	Deadline	Website
Federal Highway Administration (FHWA)	Intelligent Transportation Systems Operational Testing to Mitigate Congestion	\$100 million	April 30, 2007	http://www.grants.gov/search/search.do?mode=VIEW&oppld=11970
FHWA	Broad Agency Announcement for FHWA Transportation Planning Cooperative Research	\$650,000	April 30, 2007, for pre-proposals and June 25, 2007, for invited proposals	http://www.fbo.gov/spg/DOT/FHWA/OAM/Reference%2DNumber%2DFHWA%2DBAA%2DHPP%2D02%2D2007/listing.html
USDA	Conservation Innovation Grants for Idaho	\$450,000	May 1, 2007	http://www.grants.gov/search/search.do?oppld=12577&mode=VIEW
	Conservation Innovation Grants for Washington State	\$150,000		http://www.grants.gov/search/search.do?oppld=13197&mode=VIEW
South Coast Air Quality Management District	Carl Moyer Program	\$25.5 million	May 4, 2007	http://www.aqmd.gov/tao/Implementation/carl_moyer_program_2001.html
EPA	Small Business Innovation Research Program	~\$3 million	May 23, 2007	http://www.fbo.gov/spg/EPA/OAM/CMD/PR%2DNC%2D07%2D10155/SynopsisP.html
Texas Emissions Reduction Plan (TERP)	Emissions Incentive Reduction Grants	Subject to amount of revenue in TERP account	June 1, 2007	http://www.tceq.state.tx.us/implementation/air/terp/erig.html
Ohio EPA	Clean Diesel School Bus Fund	<\$1 million	September 1, 2007	http://www.epa.state.oh.us/oeef/html/schoolbus



PRESENTATIONS FROM MEETINGS

Meeting	Location	Date	Website or Contact
CARB Shore Power Workgroup Meeting	Sacramento, California	January 11, 2007	http://www.arb.ca.gov/ports/shorepower/shorepower.htm
Clean Ships: Advanced Technology for Cleaner Air	San Diego, California	February 7-9, 2007	http://www.cleanshipsconference.com/agenda.html
CARB Commercial Harbor Craft Public Workshop	Sacramento, California	February 16, 2007	The staff presentation is available at http://www.arb.ca.gov/msprog/offroad/marinevess/presentations.htm#021607 .
CARB In-Use Off-Road Diesel Vehicle Rule Workshops	San Diego, Fresno, Sacramento, and Riverside, California	February 20, February 23, February 26, and March 1, 2007, respectively	http://www.arb.ca.gov/msprog/ordiesel/workshops.htm
CARB Shore Power Workgroup Meeting	Long Beach, California	March 20, 2007	http://www.arb.ca.gov/ports/shorepower/shorepower.htm

UPCOMING MEETINGS

Meeting	Location	Date	Website or Contact
CARB On-Road Heavy Duty Diesel Vehicles Public Workshops	Sacramento and El Monte, California	April 11 and April 17, 2007, respectively	http://www.arb.ca.gov/msprog/onrdiesel/workshops.htm
Mobilizing North Carolina	Greensboro, North Carolina	April 18, 2007	http://www.mobilizingnc.com
Workshop on Innovative Funding for Clean Diesel Initiatives	Philadelphia, Pennsylvania	April 23-24, 2007	http://www.marama.org/calendar/events/2007_04DieselFund.html



Meeting	Location	Date	Website or Contact
CARB Commercial Harbor Craft Workshop	Sacramento, California	April 24, 2007	http://www.arb.ca.gov/msprog/offroad/marinevevess/harborcraft.htm
CARB Public Meeting	Sacramento, California	April 26, 2007	http://www.arb.ca.gov/board/ma/2007/ma042607.htm
EPA Public Hearing on New Clean Locomotive and Marine Diesel Rule	Seattle, Washington, and Rosemont, Illinois	May 8 and May 10, 2007, respectively	http://www.epa.gov/otag/marine.htm and http://www.epa.gov/otag/locomotv.htm
Idle Less, Save More: the Tri-State Idle Reduction Conference	Willowbrook, Illinois	May 10, 2007	Contact Samantha.bingham@cityofchicago.org .
Society of Automotive Engineers Government/Industry Meeting	Washington, D.C.	May 14-16, 2007	http://www.sae.org/events/gim/
Faster Freight - Cleaner Air, Puget Sound	Seattle, Washington	May 16, 2007	http://www.fcapugetsound.com/
NextEnergy Michigan Clean Fleet Conference	Detroit, Michigan	May 17, 2007	http://www.nextenergy.org/events/detail.asp?ContentId=1946565E-ECEB-4F79-9FF1-97F6EFD15B0F&bk=%2Fevents%2Findex%2Easp
U.S. Department of Energy (DOE) Diesel Engine-Efficiency and Emissions Reduction Conference	Detroit, Michigan	August 12-16, 2007	http://www1.eere.energy.gov/vehiclesandfuels/resources/conferences/deer/index.html

AWARDS FROM SOLICITATIONS

Update on New NCSC TSE Project at Mebane Petro Stopping Center

To further expand on the North Carolina Solar Center (NCSC) grant for truck stop electrification (TSE) in the February 2007 issue of this newsletter, the power pods will be installed in May 2007, and service will become available by early summer. The service is designed for

use by sleeper trucks equipped with on-board alternating current heating and air-conditioning systems (AC-HVAC) that require 120V AC/2 x 20A pod power.



Additional funding has been proposed that would provide North Carolina truck owners with financial incentives to purchase trucks equipped with the on-board AC-HVAC systems that require the electrical hook-ups. This new service at Mebane will complement the existing 58 truck parking spaces operated by IdleAire, which offers electrical

hook-ups and HVAC services to trucks that are not equipped with on-board systems. More information is available at http://www.petrotruckstops.com/news_detail.sstg?id=185. Source: Skip Yeakel, Volvo Trucks North America

EPA Awards CARE Grants to West Oakland and Camden Projects

Two of 17 projects funded through EPA's Community Action for a Renewed Environment (CARE) Program are for diesel-related activities. The West Oakland, California, Environmental Indicators Project received \$223,675 to continue its effort to reduce community exposure to diesel pollution from trucks servicing the Port of Oakland. The CARE grant will help continue the effort toward reducing the impacts of diesel pollution.

The project in Camden, New Jersey, will reduce environmental risks to citizens of the Waterfront South neighborhood, which is home to

several industrial facilities as well as a major terminal of the South Jersey Port Corporation (SJPC). The grant funds will be used to educate the community about diesel emissions, compile and analyze port vehicles and equipment, determine the best available technologies to retrofit diesel vehicles and equipment owned and operated by SJPC, then prioritize and carry out the vehicle and equipment retrofits. More information is available at <http://yosemite.epa.gov/opa/admpress.nsf/665323ad33bb55ee852572a000657b63/8c9c0f1b4184a0c9852572aa007e039c!OpenDocument> and <http://www.epa.gov/care/community.htm#2006recip>.

Ohio Group Receives \$150,000 EPA Grant

The Mid-Ohio Regional Planning Commission is the recipient of a \$150,000 grant from EPA Region 5 for a project to reduce emissions from public diesel fleets in central Ohio. An additional \$68,924 in cost-sharing from other sources will augment this funding and used to purchase hydraulic heaters so that engines do not have to idle in cold weather. The project will also cover the costs of retrofitting diesel fleets with diesel oxidation catalysts and using biodiesel.

The project, called the Mid-Ohio Public Diesel Fleet Initiative, is a partnership of the Mid-Ohio Regional Planning Commission, the Ohio Environmental Council, the City of Columbus, and the Central Ohio Transit Authority to demonstrate clean-diesel technologies and strate-

gies to reduce diesel emissions.

The grant is part of Region 5's Midwest Clean Diesel Initiative (MCDI), which is a collaboration of Federal, State, and local agencies; communities; non-profit organizations; and private companies working together to reduce emissions from diesel engines in the Midwest. More information is available at <http://www.epa.gov/midwestcleandiesel> and <http://yosemite.epa.gov/opa/admpress.nsf/d9d1f718ae373653852572a000655936/7feb742c9112a621852572aa004f56f4!OpenDocument>.



REGULATORY NEWS

Missouri Proposes Tax Credit for APU's

The Ways and Means Committee of the Missouri House of Representatives is currently considering HB488, which proposes to authorize an income tax credit for up to 50 percent of the cost of purchasing and installing an APU on a Class 8 truck. The credit could not exceed \$3,500 per truck. The tax credits would be capped at \$15 million per

year and \$30 million over the 2-year life of the legislation. More information is available at <http://www.house.mo.gov/bills071/bills/hb488.htm>. Source: Glen Kedzie, American Trucking Associations

EPA Moves to Reduce Emissions from Locomotive Idling

Both the locomotive and marine sectors may come under additional regulations as recently announced by EPA. Among the proposed provisions would be the requirement for stop-stop devices on all new locomotives. These locomotives would have to be designed so that the engine(s) could withstand at least six stop-starts per day without any damage. The stop-start systems would have to turn the main engine(s) off after 30 minutes of idling and would prevent the engine(s) from resuming extended idling. Exceptions would be allowed for pre-

venting engine damage from freezing coolant, maintaining air-brake pressure, performing routine maintenance, and otherwise complying with Federal regulations.

EPA plans to hold two public hearings (listed above) at which the public can give the agency its thoughts on the proposed rule. More information is available at <http://www.epa.gov/otaq/locomotv.htm>.

REPORTS OF INTEREST

Source	Title	Website or Contact
Cummins	<i>Truckers Guide to APU Financing</i>	http://www.cumminscomfortguard.com
Pima Association of Governments	<i>Recommendations to Reduce Idling, Save Money, and Spare the Air</i>	Contact Colleen Crowninshield at (520) 792-1093 x426, or ccrowninshield@pagnet.org



Source	Title	Website or Contact
The International Council on Clean Transportation	<i>Air Pollution and Greenhouse Gas Emissions from Ocean-going Ships: Impacts, Mitigation Options and Opportunities for Managing Growth</i>	http://www.theicct.org/documents/MarineReport_Final_Web.pdf

MANUFACTURERS' NEWS

Thermo King Now Finances TriPac™ System

In response to the difficulty in finding financing for APU's, Thermo King and Ingersoll Rand Financial Services (IRFS) have teamed up to offer financing on Thermo King's TriPac Hybrid Auxiliary Idle Reduction and Temperature Management System. While Thermo King and IRFS have been providing a suite of financing solutions on Thermo King refrigerated units for many years, IRFS now offers TriPac financing options for all types of customers ranging from owner-operators to

the largest fleets in North America. Fuel savings from running the TriPac system may offset the monthly finance payments, according to the companies. Dealers of this equipment are offering financing packages in addition to sales, installation, and service. For more information, please access the Thermo King website at <http://www.thermoking.com/tk/index.asp>.

MATS Showcases Latest Idling Reduction Technologies

The Mid-America Trucking Show (MATS) in Louisville, Kentucky, is the largest annual heavy-duty truck show in the world and is to the trucking industry as the North American International Auto Show in Detroit is to four-wheelers. This year, according to some sources, there were 28 APU products, the largest number ever. Below are just a few of the highlights of the show as mentioned in company press releases. The message is that idling reduction is becoming main stream as more and more products are being offered for sale to meet the needs of cab comfort for the driver, improved fuel economy, and reduced emissions. More information is available at the websites listed after each bullet.

- Kenworth has enhanced its idle-free cab heating and cooling system, Clean Power, which will be available on the T660 this summer. It will provide engine-off heating and cooling as well as 110-V hotel load power using deep-cycle batteries that charge a thermal storage cooler while the truck is on or connected to shore power. When the truck is turned off, the system circulates cool air through the cab or, for heating, utilizes a small diesel-fired heater. The system can provide 10 hours of heating or cooling with ambient temperatures of up to 95°F, the company announced. Clean Power now comes with LED interior lighting and a sleeper insulation package that help improve the efficiency of the system by minimizing heat loss and



reducing the power demand on the battery. The company states that customers could expect an 8-percent improvement in fuel economy compared to idling, 35 percent less energy use by having LED instead of traditional lighting, and nearly 40 percent better thermal performance compared to standard insulation packages.

http://www.kenworth.com/6100_pre_mor.asp?file=2103

- Peterbilt will be offering its ComfortClass™ heating and cooling system on all of its 70-inch Unibilt Class 8 sleeper cabs. This system provides heating or cooling and 110-V electric power for up to 10 hours. The factory-installed option stores both electrical power and a cold charge collected while the truck is running down the road, and it then uses the stored energy to keep the driver comfortable without having to idle or use an APU. A small diesel-fired heater provides heat if needed, and a shore power connection can be made. In addition, field tests are underway on a Model 386 hybrid over-the-road tractor with a sleeper compartment. This vehicle uses diesel electric technology for both hotel power without idling and also augments the main diesel engine while on the road. http://www.peterbilt.com/index_new_mor.asp?file=2098&archivedate= and

http://www.peterbilt.com/index_new_mor.asp?file=2100&archivedate=

- Dometic introduced an expanded series of all-electric auxiliary air-conditioning systems that run on 12-V power from the truck's batteries. The new all-electric HVAC systems are designed to provide clean, quiet, and cost-effective cooling and heating without the need for a separate diesel APU. The company states that the device meets the most stringent emission requirements. The installed cost is claimed to be considerably less than that of an APU-based system while maintenance costs are eliminated. The Dometic all-electric package includes a 7,000 or 10,000 BTU split or self-contained air-conditioning system, a DC-AC inverter, a high-capacity alternator, and optional shore power capability. The inverter converts the 12-V battery output into 120-V AC power to drive the air-conditioner. The alternator, which replaces the existing engine-mounted alternator, keeps the batteries fully charged whenever the truck is running. The optional shore power connection can recharge the batteries and run the air-conditioner whenever an outside AC power hookup is available. <http://www.dometictruck.com/news.php>

NEWS ABOUT PORTS

RFID's Help to Reduce Waiting Time for Trucks at Port of Oakland

As part of increased security at the Port of Oakland, California, one terminal is testing 1,700 Radio Frequency Identification (RFID) tags on 300 trucks that regularly service the port. The tags go on the driver's mirror and provide identification to the port security officer. Reading the information on the tag allows for quicker identification of the driver rather the slow, manual inspection procedures that had

been in place. This action, in turn, reduces the idling time of vehicles queuing up to enter the port. The RFID also serves as an indication that the truck has arrived and is ready to pick up its load. Eventually, systems will be in place that can monitor the movement of each RFID-equipped truck while it is on port property and nearby areas. Approximately 2,000 trucks enter and leave the port everyday. More in-



formation is available at

<http://www.rfidjournal.com/article/articleview/3148/2/1/>.

South Carolina SPA Looks to Reduce Emissions, Consider Cold Ironing

The South Carolina State Ports Authority (SPA) has worked out a voluntary agreement and partnership with the South Carolina Department of Health and Environmental Control (DHEC) to reduce emissions at existing and future shipping terminals in the Charleston region. The approach will include having DHEC designate an individual to coordinate air quality at new and existing port facilities and conduct annual training for SPA staff. The agreement includes:

- The purchase and installation of a particulate matter monitoring station to be owned and operated by DHEC
- An "emissions inventory" of existing SPA facilities within 18 months and the purchase of cleaner-burning equipment for a terminal being proposed for the former Navy base in North Charleston
- The use of cleaner-burning engines when rebuilding or replacing equipment

- An evaluation of the use of cleaner fuels, such as biodiesel
- The future use of shore-to-ship electrical power for vessels that are in port, also known as "cold ironing"
- Air-quality education and outreach
- Anti-idling initiatives.

The SPA recently took delivery of four cranes that operate solely on electric power, replacing four older, smaller, and slower diesel-electric models. The cranes use power when in the lift mode but generate power when being lowered. In addition, SPA plans to improve productivity in the Port of Charleston, including having truckers spend less time idling. For more information, please go to http://www.charleston.net/assets/webPages/departamental/news/default_pf.aspx?NEWSID=136425 and http://www.port-of-charleston.com/community/press_room/pressroom.asp?PressRelease=171.

HYBRID COMMERCIAL VEHICLES

Wal-Mart, Eaton, and Peterbilt Partner on Class 8 Hybrid Truck

Wal-Mart Stores, Inc., is supporting development of hybrid technologies for Class 8 heavy-duty trucks as part of its announced strategy to double the fuel economy of its long-haul truck fleet, the second largest private fleet in the country. By helping to validate the concept and refine the final design, Wal-Mart is using aerodynamically styled tractors from Peterbilt Motors Company and Eaton Corporation's heavy-

duty hybrid system, which is equipped with idle-reduction features and an automated manual transmission. The transmission has a parallel-type direct hybrid system and incorporating a 44-kW electric motor/generator located between the output of an automated clutch and the input to Eaton's Fuller® UltraShift® transmission.



The system captures energy generated by the diesel engine and recovers energy normally lost during braking and stores the energy in batteries. That electric torque is then sent through the motor/generator and blended with engine torque to improve vehicle performance, operate the engine in a more fuel-efficient range for a given speed, and/or operate only with electric power in certain situations.



The system's batteries power the heating, air-conditioning, and vehicle electrical systems when the engine is off. When the idle-reduction mode is active, engine operation is limited to battery charging, an automatically controlled process that takes approximately 5 minutes per hour to fully charge the system. In the proposed system design, a

proprietary feature minimizes engine vibration during start-up and shutdown during the recharge periods, allowing the driver to rest without interruption.

During third-party testing, the Eaton Hybrid Power System has routinely achieved a 5-7 percent fuel savings versus comparable, non-hybrid models. According to Eaton, it may result in a savings of 1 gallon of fuel per hour when idling.

Peterbilt and Eaton have previously partnered to develop hybrid electric Class 6-7 vehicle platforms and Class 8 hybrid hydraulic vehicles. With a successful test and evaluation program, the heavy-duty hybrid electric power system will be available in 2009. For more information, please go to

http://www.greencarcongress.com/2007/03/peterbilt_eaton.html#more,
http://www.eaton.com/EatonCom/OurCompany/NewsandEvents/CT_112375, and

http://www.peterbilt.com/index_new_mor.asp?file=2093&archivedate=

Source: Heather McKee, U.S. Army TARDEC

Peterbilt to Offer 4 Hybrid Models

Also at MATS, Peterbilt announced recently that it will be offering a both hybrid electric and hydraulic hybrid vehicles for four different applications: heavy-duty long-haul, medium-duty pick-up and delivery, medium-duty stationary power take-off (PTO) applications, and a heavy-duty vocational and stop-and-go. The company states that these new vehicles will increase fuel efficiency, reduce emissions, and improve service requirements.

Information about the long-haul application is described in the above article.

The medium-duty version is designed for both pick-up and delivery, and the Class 7 version can be equipped with a fully integrated Terex bucket lift body. For pick-up and delivery, the hybrid system is expected to offer 30-40 percent improved fuel economy by using electric power to accelerate the



vehicle from a stop. Lithium-ion batteries operate the PTO unit, which is designed for municipal and utility applications. Both of the medium-



duty trucks are expected to be in limited production in 2007 with full production scheduled for next year.

The hydraulic hybrid vocational truck is being evaluated for refuse applications. The system, which is being jointly developed with Eaton, is reputed to increase brake lift and reduce engine and transmission wear. Its Hydraulic Launch Assist (HLA®) recovers a portion of the energy normally lost as heat by the brakes in pressurized hydraulic fluid and stores it in on-board accumulators until the driver next accelerates.



Fuel savings occur when the stored energy is then used to launch the vehicle during the initial, high fuel consumption start from stop, followed seamlessly by power from the primary engine. In performance mode, the stored energy is released and blended with engine power at launch. This can significantly improve acceleration due to the high power density of hydraulics.

More information is available at

http://www.peterbilt.com/index_new_mor.asp?file=2100&archivedate=
and
<http://www.todaystrucking.com/news.cfm?intDocID=17647&login=tlevinson%40anl%2Egov&datalogin=%2790%5E3JY5%25%5EP%20%20%0A>.

TRUCK STOP ELECTRIFICATION

IdleAire Reports 2006 Operating and Financial Results

IdleAire Technologies Corporation has recently released its operating and financial results for the calendar year 2006. The company noted that it had increased the number of locations by more than threefold to 99 and had an almost fourfold increase to 6,559 in the number of parking spaces. There were approximately 90,000 regular users at the end of 2006, with fleets accounting for 84 percent of usage. Occupancy rates were relatively flat at 19.5 percent; however, for sites open for more than 1 year, annual occupancy averaged 25 percent in 2006.

The company reported that net revenues increased by 120 percent to \$14 million. In addition, IdleAire received \$1.5 million in grant funding

in 2006. Operating expenses increased \$23.8 million compared to 2005. At the end of 2006, IdleAire had over 1,000 full- and part-time employees.

Net losses of \$60.3 million in 2006 compared to net losses of \$26.9 million in 2005 are expected to continue as the company expands the number of locations, increases sales efforts, and hires more staff. For more information, please see <http://www.sec.gov/Archives/edgar/data/1162298/000095013307001519/w32641e10ksb.htm> and http://www.idleaire.com/newsroom/releases/04_04_2007.jsp.



Turning Off Engines at Truck Plazas Slow to Catch On

A recent article in *Fuel Advantage* covered some of the issues drivers and truck plaza operators face with respect to idling – or not – during rest periods or downtime. There is mention of 16 shore power connections at the Sacramento 49er Travel Plaza as part of the Shore Power Pilot program underway with the Sacramento Municipal Utility District. Although the parking spaces have been available for 3 years, it is only now that the spots are in use almost every night.

Another alternative is IdleAire (mentioned above), which is in the midst of an expansion program to garner what it calls “the network effect” to capture fleet business. Occupancy has not been what the company would like to see, but is higher at sites that have been open long enough for truckers to be aware of them.

The Shurepower system is less well known than IdleAire and at considerably fewer locations, but it too is expanding. It offers a 120-V and 240-V power hookup to access phone, internet, and cable TV. If the truck is so equipped, the driver can also hook up to power to run a block heater, air-conditioning, a microwave, and TV. Seven Shurepower locations are being built along the I-5 corridor in Washington State, Oregon, and northern California.

More information can be found at <http://www.fuelpub.com/publication/article.jsp?publd=com.proteus.cynus.value.Publication@2dfbc274&id=29>, <http://www.idleaire.com>, and <http://www.shurepower.com>.

OTHER NEWS OF INTEREST

AFVI Conference Showcases Idling Reduction

In one report of an idling reduction session at the Alternative Fuel Vehicle Institute (AFVI) Alternative Fuels & Vehicles National Conference + Expo 2007, presenters from SmartWay and Shurepower educated the audience on the use of partnerships to encourage idling reduction and new technologies. The presentations also included the introduction of the SmartWay Truck brand and discussion of anti-idling

regulations in California. Should the presentations be posted on the conference website, they will be listed in the table near the beginning of this newsletter when they are available. Please go to <http://envautomental.blogblog.com/afvi-show-diesel-anti-idling-technologies-save-money-while-you-sleep-3015/> for one view of this session.



Volvo to Market SmartWay-Approved Tractors



Later in the second quarter of this year, customers of Volvo Truck North America Volvo will be able to specify a SmartWay-eligible tractor component package when ordering their trucks. The required components will be specially identified in Volvo's truck ordering

system so that carriers participating in the SmartWay program can ensure their new trucks qualify for EPA's public designation. Some 78 percent of Volvo VNL (long hood) sleeper cabs sold in 2006, nearly

19,000 tractors, were equipped with the full aerodynamic package called for by the SmartWay Transport Partnership. Volvo also offers low-rolling resistance tires and systems to reduce the need for overnight idling of truck engines. Volvo has been a member of the SmartWay Transport Partnership since 2003 through Volvo Logistics North America. More information is available at <http://www.epa.gov/smartway> and http://www.volvo.com/trucks/na/en-us/news_and_events/news_releases/NewsItem-Page.htm?channelId=2319&ItemID=19971&sl=en-gb.

B of A Includes SmartWay in \$20 Billion Environmental Initiative

One of the world's largest financial institutions, Bank of America, has announced that it is devoting \$20 billion to a suite of environmental initiatives ranging from "green" credit card rewards to carbon emissions trading. One of the efforts it has included in this initiative is providing funding to the U.S. Small Business Administration (SBA) for its SBA Express loans. The EPA SmartWay Transport Partnership is now offering these loans for its SmartWay Upgrade Kits. The SBA

loans are available to small and mid-sized trucking companies with no collateral and flexible terms. The SmartWay Upgrade Kit includes idling reduction devices, low rolling resistance tires, aerodynamic equipment, diesel oxidation catalysts, and diesel particulate filters. For more information, please go to http://newsroom.bankofamerica.com/index.php?s=press_releases&item=7697.

ATRI Seeks Information for Baltimore Incentive Program

The American Transportation Research Institute (ATRI), the research arm of the American Trucking Associations, is working with the Baltimore (Maryland) Metropolitan Council to learn about awareness of idling reduction technologies and the EPA SmartWay Transport Partnership. A 12-question survey asks about the size of the companies, their equipment, miles traveled in the local area, and knowledge of

components in the SmartWay Upgrade Kit. The survey also wants to determine which financial resources companies use to purchase equipment.

The brief Baltimore Regional Diesel Truck Incentive Survey is available at <http://truckline.com/bmcsurvey>. People who complete the sur-



vey by April 30, 2007, will be eligible to win 1 of 10 “Good Stuff” collectible trucks. Please contact Mike Tunnell at (916) 373-3534 or

mtunnell@trucking.org for further information.

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.

Summary of State Anti-Idling Regulations

The most up-to-date lists of anti-idling regulations in States and municipalities are available at http://www.atri-online.org/research/idling/Truck_Idling_Regulations.htm. If your State or municipality has changed anything listed here or if the information

listed is in error, please let us know, and we’ll make sure to inform our readership. This newsletter is also a place to let people know that you are thinking of adding or changing regulations and are soliciting comments.

Incentives and Funding Opportunities for Idling Reduction Projects

The U.S. Department of Energy’s (DOE) Clean Cities program provides a listing of Federal and State programs that offer incentives and funding for idling reduction projects. Further information can be found at <http://www.eere.energy.gov/cleancities/idle/incentives.html>. Let us know if the information needs to be changed or updated.

The West Coast Diesel Collaborative has a comprehensive listing of grant and loan programs available from many States to purchase or apply for a loan for on-board idling reduction equipment. For the listing of these programs, please go to <http://www.westcoastdiesel.org/programs.htm>.



Clean Cities, SmartWay Web Sites Show TSE Locations

The DOE Clean Cities web site shows the locations of public truck stops that have idling reduction facilities for heavy-duty trucks. These facilities are available in 11 States (Alabama, Arkansas, California, Georgia, Maryland, North Carolina, New Jersey, New York, South Carolina, Tennessee, and Texas). Both IdleAire and Shurepower installations area listed in this locator. For more information, please go to http://www.eere.energy.gov/cleancities/idle/station_locator.html.

The EPA SmartWay Interactive Activity Map features data from SmartWay Partners, National Transportation Idle-Free Corridors, Na-

tional Clean Diesel Campaign Retrofit Projects, School Bus USA Projects, ethanol (E-85) and biodiesel fueling stations, State idling laws, and other related data. The maps enable you to visualize the location of projects for specific fuel consumption and pollution reduction projects. The maps also help truck drivers to find the nearest electrified truck stop and help you to find the nearest public alternative-fuel station. For more information, please go to http://epamap10.epa.gov/website/irim_us_map.asp.

Editor

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

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