

# OTC Fall Meeting

November 15, 2017

Washington, DC

## Mobile Source Committee Update



# Current Committee Charge

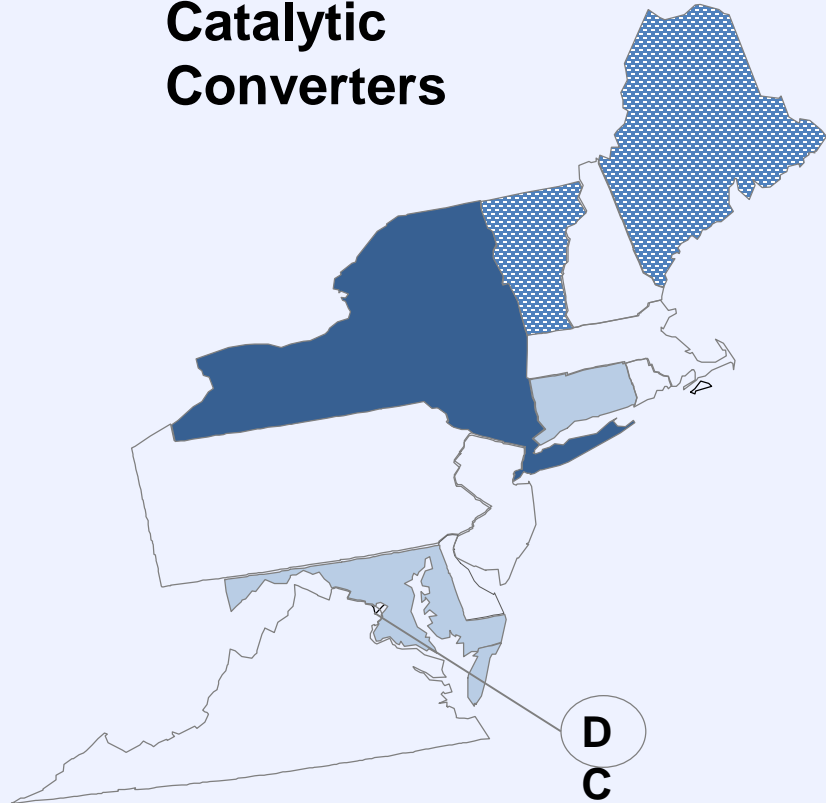
Goal: To identify potential strategies for consideration at the 2017 Fall Meeting

## Strategies Include:

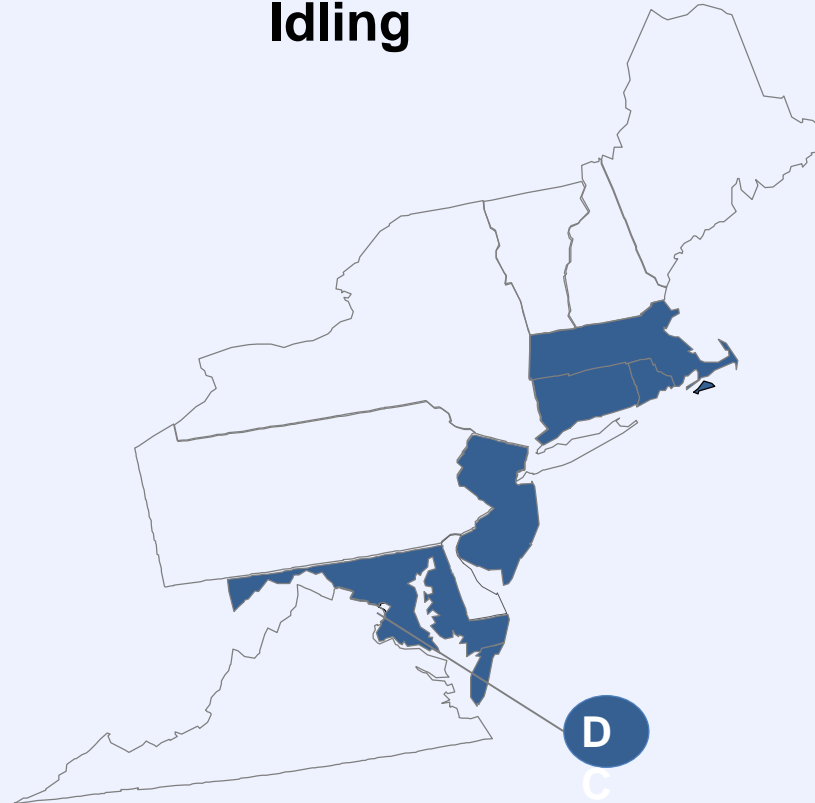
1. Provide a Report on Aftermarket Replacement Catalysts
2. Develop a Recommendation on the Top 3 Mobile GN SIP Strategies
3. Develop Recommendations on Regional Strategies to Reduce Idling
4. Report on EPA's Progress on National Strategies Including MSTRS Port Recommendations and Heavy-duty Diesel Vehicle NO<sub>x</sub> Standards
5. Report on State Progress on the VW settlement, SmartWay<sup>®</sup>, and EPA's Ports Initiative
6. Additional Transportation Strategies



# OTC MODEL RULES ADOPTION

## Aftermarket Catalytic Converters



## Nonroad Idling



-  **Adopted / Similar Rule**
-  **Under review / consideration / to be adopted**
-  **CARB standard**

# Aftermarket Update

OTC adopted a resolution at June Meeting:

- Called on EPA to update the federal aftermarket program
- Resolution transmitted to EPA w/ letters of support from MECA, Washington, & Colorado

EPA response received on October 17, 2017

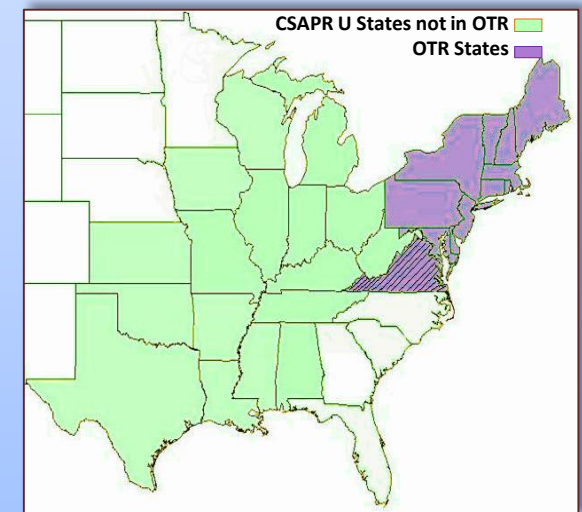
Next steps

# GN Strategies Workgroup

Goal: Develop a Recommendation on the Top 3 Mobile GN SIP Strategies

## Progress to Date in Fulfilling Charge:

- Identified three NO<sub>x</sub> control strategies to focus on:
  - Heavy Duty Diesel Inspection and Maintenance (I&M)
  - Aftermarket Parts
  - Idling Reduction
- Identified geography to focus on: states within OTC + those in CSAPR Update
- Starting to collect data on
  - Total NO<sub>x</sub> emissions,
  - Potential emissions reduction,
  - Control measures (on the books & on the way state and federal regulations; voluntary measures),
  - Emission limits,
  - Cost of implementation,
  - Ease of implementation, etc.



# Regional Idling Reduction Recommendations

Reducing unnecessary idling could lead to large emission reductions

MSC is considering several potential options:

1. Truck Stop Electrification (TSE) expansion
2. Electrified Reefers (eTRU)
3. Idling at Ports
4. Locomotive Idling
5. Idling reduction commitments
6. Nonroad Idling
7. Regional education efforts
8. Regional enforcement strategy

Successful strategies will need to borrow from several options

Had discussions with many stakeholders to develop the recommendations



# Idling Reduction: Recommendations

## 1. Truck Stop Electrification (TSE)

- Fill in gaps along major corridors
- Work with landlords to see that new truck stops electrify and that they hold electrified spaces until all others have been filled
- Develop system to reserve electric spaces
- Ensure gas cards are accepted at electrified stops



## 2. Electrified Reefer Trucks (eTRU)

- Spread awareness of savings with fleet owners
- Ensure consistent technology
- Stop overnight and peak food demand (e.g., 4<sup>th</sup> of July, Thanksgiving) idling
- Follow CARB's regulatory development to limit TRUs idling time to 5 minutes by 2025



# Idling Reduction: Recommendations

## 3. Port Strategies

- Follow EPA's recommendations for reducing idling from their ports assessments
- Electrify dray trucks and nonroad equipment
- Work for consistency in all ports
- Collaborate with EPA and others

## 4. Locomotives

- Look at cost sharing options to introduce idling reduction technologies
- Work with rail trade groups

## 5. Idling Reduction Commitments

- Do not pursue this option at this time

## 6. Nonroad Idling

- Adopt the OTC model rule





# Idling Reduction: Recommendations

## 7. Regional Enforcement

- Host regional workgroup with various enforcement partners
- Ensure environmental staff can enforce idling regulations
- Enforce idling restrictions at electrified truck stops
- Begin a GPS tracking pilot project



## 8. Regional Education

- Focus education on issues that affect truck drivers
- Rely on existing educational materials that were successful
- Communicate using media truck drivers use
- Work with trade groups to increase outreach



# Stakeholder Comments

## American Trucking Association

- Truck parking spaces are already lacking do not exacerbate that problem or penalize drivers
- Encouraging landlords to hold electrified spaces until all others are full is reasonable
- Consider using VW funds to expand idling reduction infrastructure

## eNow

- Have a plan to evaluate innovate idling reducing technologies
- Consider using VW funds to expand idling reduction infrastructure

## IdleAire

- Consider using VW funds to expand idling reduction infrastructure, but the way funds are allocated could be made to be more effective for TSE

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