

OTC Committee Meeting

September 7th, 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_x Standards
 5. Report on State Progress on the VW settlement, SmartWay[®], and EPA's Ports Initiative
 6. Additional Transportation Strategies

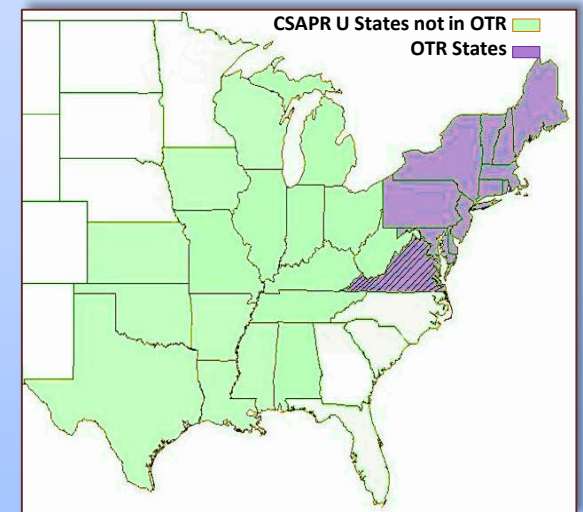
Bolder topics will be discussed today

GN Strategies Workgroup

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

Progress to Date in Fulfilling Charge:

- Identified three NO_x 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_x 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

OTC has developed several tools for the states to enhance idling reductions programs

- Nonroad Idling Model Rule
- Idling Best Practices Document

MSC is considering several potential options:

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

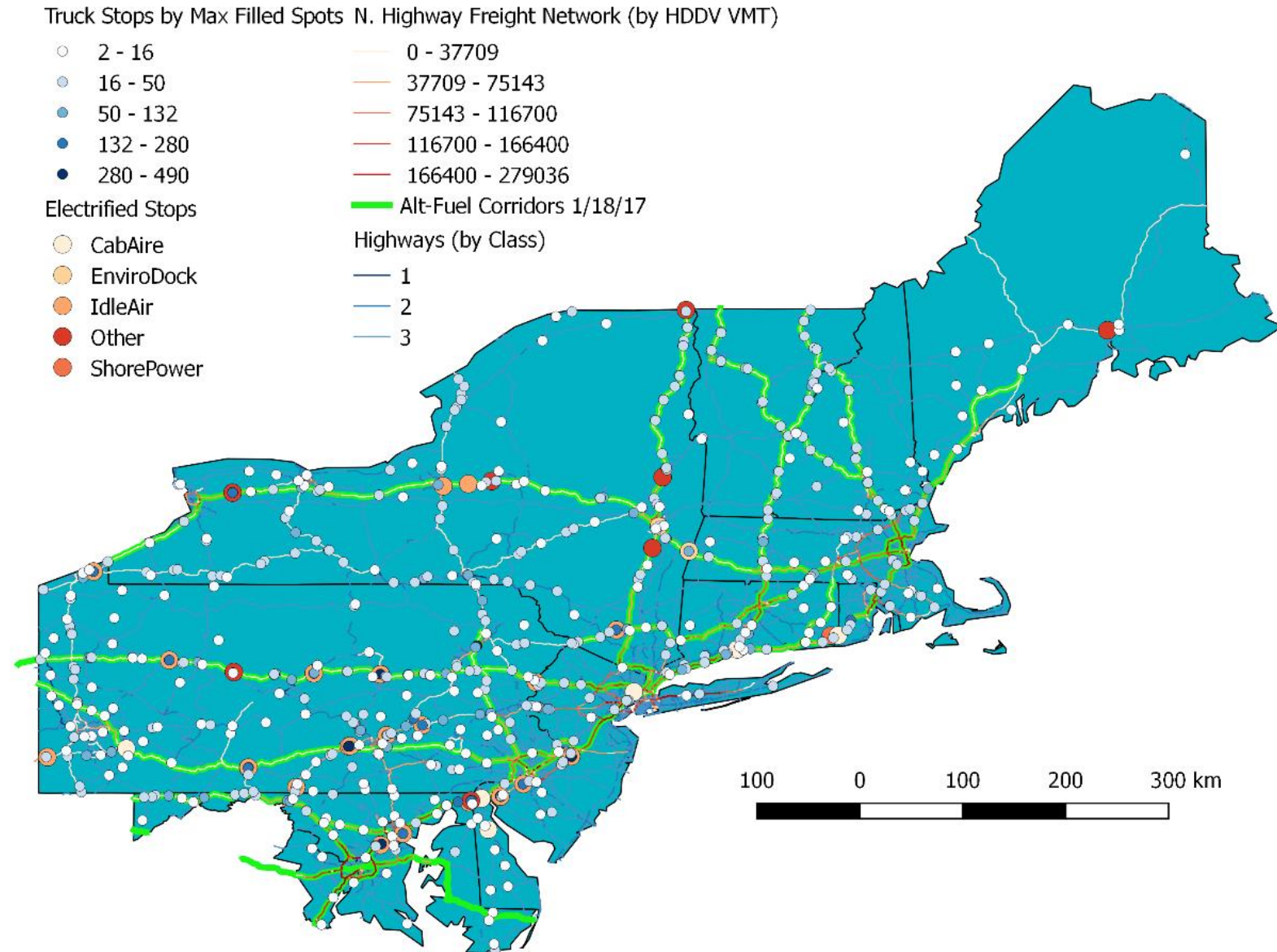
Successful strategies will need to borrow from several options

Draft is available for public comment until Sept. 29, 2017

Email comments to jjakuta@otcair.org



Idling Reduction: Truck Stop Electrification (TSE)



Idling Reduction: Truck Stop Electrification (TSE)

TSE suffers currently from multiple hurdles to adoption

- Small network with lots of gaps
- Existing spaces blocked by idling trucks
- Truckers can't guarantee a space is available
- Issues with who is saving money from fuel reductions vs paying for electricity



Draft Recommendations

- **Fill in gaps along major corridors & require new truck stops electrify through code requirements**
- **Enforce only electric use at electrified spaces**
- **Develop system to reserve electric spaces**
- **Require that gas cards be accepted at electrification stops**

Idling Reduction: Electrified Reefer Trucks (eTRU)

- Approximately 65,000 TRUs (reefers) in the OTR
- Many TRUs operate at a home base and make deliveries
- Can idle 1-12 hours daily, though on average ~ 4 hours
- If electrification not available, idling is needed for food safety
- Since most idling occurs at home base easier to overcome hurdles with electrification:
 - Known capacity needed at home base
 - Will not need to deal with outside trucks
 - Company owns the fleet and reaps the savings
- Draft Recommendations
 - **Spread awareness of savings with fleet owners**
 - **Ensure consistent technology**
 - **Stop overnight and peak food demand (e.g., 4th of July, Thanksgiving) idling**
 - **Follow CARBs regulatory development that would limit TRUs idling time to 5 minutes by 2025**



Idling Reduction: Locomotives

Idling Reduction Rules

- MA & RI have locomotive anti-idling regulations
- Delaware is attempting to regulate idling from locomotives as well
 - Surface Transportation Board (STB) claims preemption and a suit is in process
- **Potentially recommend waiting until court case resolves itself**

Technology based solutions

- **Potentially recommend looking at cost sharing options to introduce idling reduction technologies**



Idling Reduction: Regional Enforcement

Education of enforcement officials is important since they often aren't aware of idling requirements

- Simplifying and standardizing exemptions could assist regional education
- Delaware is attempting a process that could serve as a model

CARB has begin using GPS tracking and an electric fence technology to determine if vehicles are idling in specific areas

Draft Recommendations

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

Idling Reduction: Regional Education

Education of owners/operator important as well

- Focusing on cost savings might be more important than air pollution
- For instance educate TRU fleet owners about cost savings of electrifications

Draft Recommendations

- **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**

Idling Reduction: Other Areas

Port Strategies

- **Potentially recommend following EPA's recommendations for reducing idling from their ports assessments**

Idling Reduction Commitments

- The challenges with adequately measuring would likely hamper this policy which is an issue for most of the idling recommendations
- **Potentially recommend not pursuing this option**

Idling Reduction: Stakeholder Conversations

Had Conversations With:

- Idleair (TSE installer)
- Shorepower (TSE/eTRU installer)
- CleanFuture (TSE/eTRU consultant)
- M J Bradley (Freight idling)
- I-95 Corridor Coalition
- CARB
- Owner Operators Independent Drivers Association (OOIDA)
- National Association of Truck Stop Operators (NATSO)

Unable to Reach:

- American Trucking Association (ATA)
- Association of American Railroads (AAR)

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