

State Idle Law Model Development Meeting

May 6, 2005

Baltimore, Maryland



WELCOME

Maryland Department of the Environment

U.S. Environmental Protection Agency

Overview

- Introduce facilitators
- Review agenda

Meeting Goals

- Improve effectiveness of state idling laws (existing and potential)
 - Achieve awareness of both state and industry needs by communicating each other's views on:
 - State's needs for vehicle idling laws; and
 - Industry's needs for truck engine idling
 - Reach consensus on a model state idling law
 - **What consensus means:** each individual can live with the group's decision.

Roles

- EPA and other Federal entity role: facilitate and provide advice; not here to actively promote or not promote idling laws.
- State and industry role: work together to educate each other about their respective needs and reach consensus on a model idling law.

Process

- EPA hosts several meetings around country to address goals
 - June 16-17 (Atlanta); June 28 (Chicago); July 14 (San Francisco); July 28 (tentative – Connecticut)
- EPA develops draft guidance document based on input from meetings, and publishes this document for broad public review and comment
 - August, 2005
- EPA issues final document
 - Fall, 2005

Ground Rules

1. **Respect:** must respect each other's opinions and needs.
3. **Question assumptions:** ask clarifying questions.
4. **But assume good faith:** we trust that we are all here actively participating in an effort to reach consensus in the group's interest.
5. **Speak in turn:** respect others' right to contribute to the discussion, and trust that you will be given your time to speak appropriately.

Ground Rules (cont.)

- 6. Speak only for oneself:** do not speak for others, present or not present. If someone has information, an opinion, or a concern to share, we trust that he or she will speak up. We also respect an individual's choice to remain silent.
- 7. Relinquish ownership of ideas:** your ideas are gifts to the group, and the group will address, challenge, and improve them.
- 8. Conflict is desirable:** resolving conflicts, disagreements, and concerns will improve our group process and help us reach our goals.

Ground Rules (cont.)

9. Know the process: it is every individual's responsibility to know, understand, and participate in the goals, processes, and ground rules that the group has agreed to follow. All the meeting's participants are the meeting's facilitators.

10. And finally, from St. Mick of Stone:

"You can't always get what you want, but if you try sometimes you just might find you get what you need." We will cooperate and negotiate to a win-win consensus, not a win-lose vote.

Vehicle Categories for Discussion

- Long Haul Trucks (500+ miles)
- Short Haul Trucks (<500 miles)
- Pick-up & Deliver
- Tour Bus
- School Bus
- Transit Bus
- Waste Haulers
- Highway Industrial/Construction: snow plows, cement mixers, dump trucks, etc.

Components of Idling Model

- Purpose
- Applicability
- Definitions
- Requirements
- Exemptions
- Penalty

General Time Limit (not including exemptions)

- 0, 3, 5, 10, 15 minutes
 - No idling from 6pm-8 am (ST), 8pm-7am (DST)
 - Time Limit only applies April 1 – October 31

Exemptions: Traffic & Adverse Weather

- When a vehicle is forced to remain motionless because of traffic, an official traffic control device or signal, or at the direction of a law enforcement official.
- When the vehicle is queuing.
- When adverse weather conditions affect the the safe operation of the vehicle (operating defrosters, heaters, air conditioners, or other equipment solely to prevent a safety or health emergency).

Exemption: Emergency Vehicles

- Might apply to police, fire, ambulance, public safety, military and any other emergency or law enforcement vehicle in an emergency or training mode.

Exemption: Maintenance

- Exempt a vehicle when the primary propulsion engine is being operated for maintenance, servicing, repairing, or diagnostic purposes.
- Exempt a vehicle if idling due to mechanical difficulties over which the driver has no control.

Exemption: Research & Development

- Exempt a vehicle when the primary propulsion engine is being operated by manufacturers engaging the engines in testing for research and development of either the engines themselves and/or devices being powered by the engines.

Exemption: Power Take Off

- Exempt a vehicle when the primary propulsion engine is providing a power source necessary for mechanical operations other than propulsion such as loading or unloading, mixing or processing cargo, or providing a mechanical extension to perform work functions.

Exemption: Transportation Refrigeration Units

- Exempt any trailer with an independent engine used for the sole purpose of controlling cargo temperature.

Exemption: OEM Warm-Up

- The primary propulsion engine of a vehicle is being operated at idle to conform to manufacturer's recommended operating temperature.

Exemption: Weather

- Trucks:
 - At what temperature, for both hot and cold conditions, should a truck driver be allowed to idle their engine for heat or air conditioning?
 - Consider different types of idling: while sleeping/resting, waiting to load/unload, queuing, etc.
 - Examples:
 - Less than 10 degrees F, 20 degrees F, 32 degrees F, 40 degrees F
 - Less than 32 degrees F, allowed 25 minutes of idle
 - Less than 40 degrees F, if there is no accessible temperature-controlled area within a reasonable distance
 - Above 80 degrees F, if there is no accessible temperature-controlled area within a reasonable distance

Exemption: Weather (cont.)

- Examples (cont.)
 - 20 min if above 75 and vehicle has AC and non-openable windows
 - 5 minutes allowed if 32 degrees F
 - 15 minutes allowed if between -10 degrees F and 32 degrees F
 - Complete exemption if below -10 degrees F.

Exemption: Weather

- Transit/School/Tour Buses: the primary propulsion engine of a vehicle is being operated to supply heat or air conditioning necessary for passenger comfort/safety in those vehicles operating for commercial passenger transportation or school purposes up to a maximum of 30 minutes/hour.
 - If ambient temperatures exceed 75 degrees Fahrenheit, passenger buses are allowed to idle up to a maximum of 60 minutes in any 90-minute period.

Exemption: Required Inspections

- Exempt idling to verify that the vehicle is in safe operating condition as required by law and that all equipment is in good working order, either as part of a daily vehicle inspection or as otherwise needed, provided that such engine idling is mandatory for such verification.
- State/Federal Inspections: exempt the time required for a truck to pass through any state/Federal inspection

Exemption: Clean Vehicles

- Exempt natural gas, electric, or hybrid vehicles

Exemption: Mobile Idle Reduction Technology

- Exempt any mobile idle reduction technology (generator sets, auxiliary power units, direct fired heaters) operating to provide heating, air conditioning, or auxiliary power to the vehicle.
- Idle reduction technologies with an internal combustion engine: state standards requiring stricter than state/federal regulations for new engines.

Exemption: Passenger Buses

- Exempt passenger buses when passengers are on-board or prior to boarding.

Exemption: Sleeper Berths

- Exempt any truck with a sleeper berth for the time period that the truck driver rests/sleeps.

Penalties

- Warning
- 1st Offense fine, 2nd, etc. (progressive fine)
- How much?
 - \$50 1st offense; up to \$500 for each subsequent offense
 - \$100 1st offense; up to \$500 for each subsequent offense
 - \$650 1st offense; up to \$5,200 for each subsequent offense

Enforcement

- Truck driver/owner
- Facility Owner/Operator: Should a facility owner be held liable for idling that takes place on their premises, with or without their knowledge and/or consent?

Outreach: Education

- Need to provide truck fleet owners and drivers with information about the specifics of the law
 - In the form of a poster or other media
- Where to distribute this information
 - During truck registration and re-registration
 - During CDL training
 - Poster placed at truck parking locations (both inside and outside facility)
 - Signs along the side of the road, or as one enters the state

Outreach: Signage

- Each truck parking facility owner or operator must erect and maintain a permanent sign(s) that is at least:
 - 12 inches by 18 inches indicating the maximum idle time allowed; and
 - Signs must be posted in a conspicuous location; and
 - Include on the sign the amount of money the violator will be fined

Other Issues: Truck Stop Electrification

- Parking in an Electrified Parking Space (EPS)
 - If a vehicle parks in an EPS, should the driver be allowed to park in this space and not use the technology.
 - If an EPS is available, should drivers be made to use it.

Other Issues: Truck Stop Partnership

- Truck Parking Location Owners/Operators
 - Assist towards the goal of reducing idling through a partnership agreement under EPA's SmartWay Transport Partnership (see handouts)
 - Opportunity for these location owners/operators to establish and meet goals to facilitate idling reduction