



Anti-Idling Laws and Regulations

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Idling Paradox

- Idling is a big problem
 - Emissions
 - Wasted fuel
 - Maintenance cost
 - Health impacts

- Minimal reaction or response
 - General public
 - Truck owners
 - Government



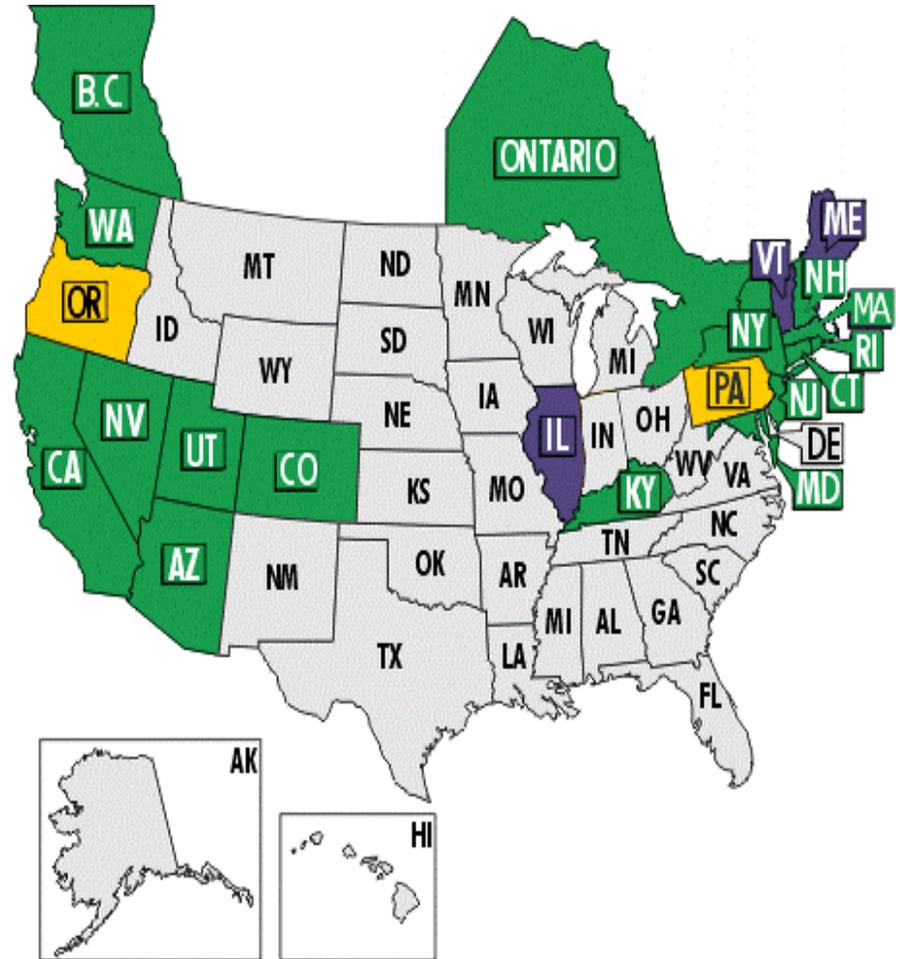
Legislation Overview

- Smoke
- Parking
- Noise
- Idling
- Enforcement activity



Smoke Regulation States

- Existing Regulation
 - AZ, CA, CO, CT, MD, MA, NH, NV, NJ, RI, UT, WA
- Under Development
 - IL, ME, VT
- Interest
 - OR, PA





Parking Regulation

- Why parking regulation?
 - National shortage of parking spaces
 - 458,000+ trucks, 295,000 spaces
- Where truckers have to park
 - Entrance/exit ramps
 - State rest areas



Noise Regulation

- Regulated as a public nuisance almost everywhere
- Enforced against perpetual offenders



Anti-Idling Regulations

- State-wide limits:
 - CT, HI, MA, MD, NH, NJ, NV, NY, VA
- Local limits:
 - CO, MA, MN, MO, NY, PA, TX
- Exclusions:
 - Sleepers: MD, NJ
 - Reefers: CT, MD, NJ
 - Winter: CT, NH
- Active enforcement:
 - Boston, New York City



Why No Enforcement?

- No alternative
- Cost of enforcement
- Authority to enforce
- Benefits of enforcement
- Trucks invisible to planning agencies



Changes May be Coming

- Environmental regulations tightening
 - 1990s: Ozone Transport Region
 - 2000s: NO_x SIP Call
 - New standards for ozone
- States struggle to respond
- Outlook for the future



1990s: Ozone Transport Region

- 12 Northeastern States:
 - CT, DE, MA, MD, ME, NH, NJ, NY, PA, RI, VA, VT, and D.C.

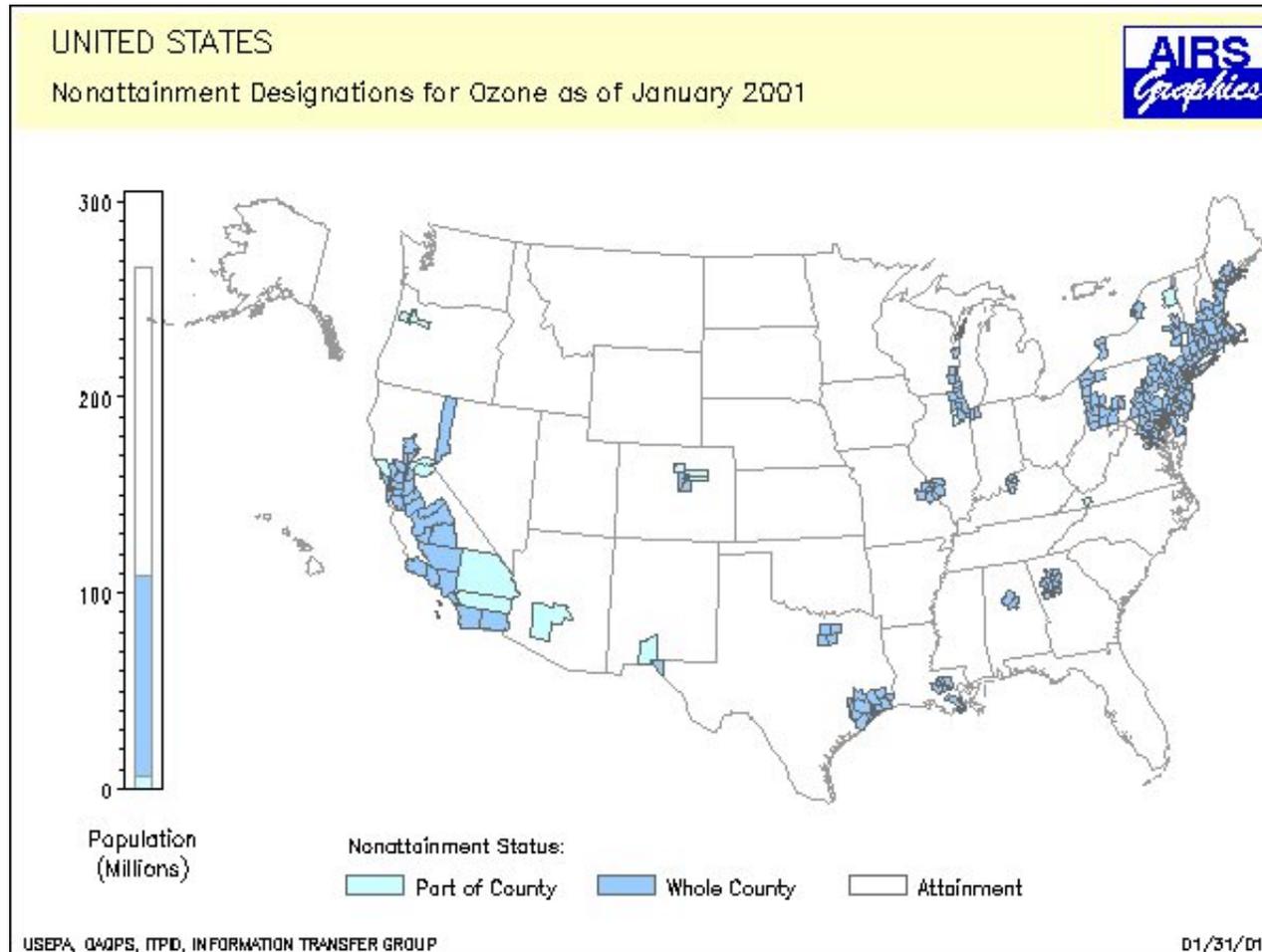


2000s: NO_x Phase II - NO_x SIP Call

- 22 States:
 - Original Ozone Transport States: CT, DE, MA, MD, ME, NH, NJ, NY, PA, RI, VA, VT, and D.C.
 - New states included in Phase II: AL, GA, IL, IN, KY, MI, MO, NC, OH, SC, TN, WV, WI

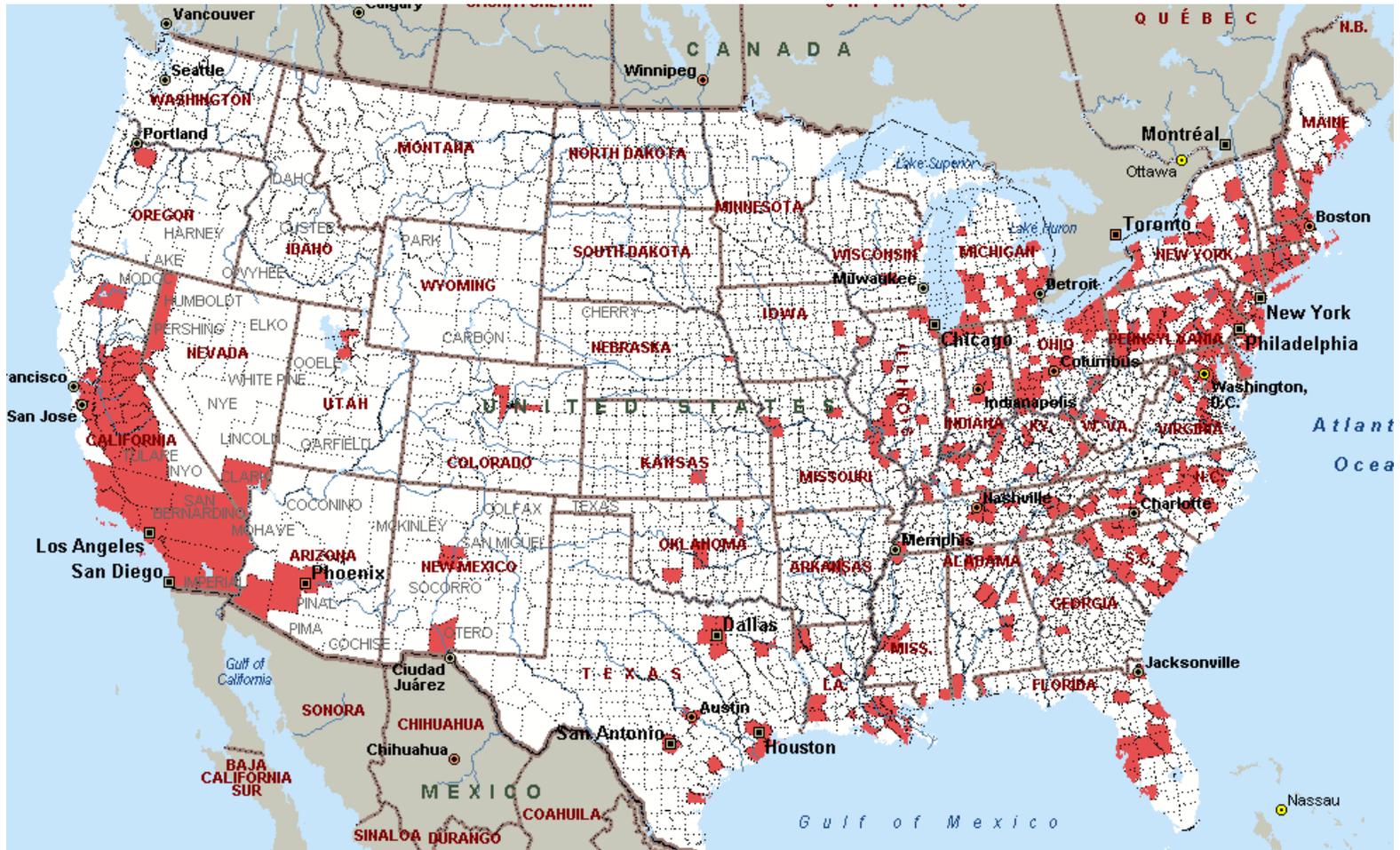


One-Hour Ozone Standard





Eight-Hour Ozone Standard





States Search for Solutions

- Funding at risk
- States will search far and near for solutions
- Trucks will bear part of the emission reduction burden
- Non-resident trucks no longer invisible



At Risk: Federal Funds, Growth

- Non-compliance risks federal highway funds
- Limits to growth
 - States must meet clean air standards in every county
 - Projects that increase emissions are not acceptable, unless matching emission offsets are found



Non-Resident Trucks

- Non-resident trucks were invisible
- Transportation modelers focus on locally registered trucks (which average <100 miles/day) and tend not to count out-of-state trucks
- Regulation based on transportation models have recently overlooked non-resident trucks in Texas and Arizona
- But . . .
 - Long-haul trucks travel ~ 500 miles/day
 - Layover trucks may idle eight hours/day



Outlook for the Future

- States must reduce emissions
- Non-resident truck emissions will become an issue
- Legislation/regulation