

109TH CONGRESS
1ST SESSION

H. R. 1705

To establish a program to support deployment of idle reduction and energy conservation technologies for heavy-duty vehicles, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

APRIL 19, 2005

Mr. SHADEGG introduced the following bill; which was referred to the Committee on Energy and Commerce, and in addition to the Committee on Transportation and Infrastructure, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To establish a program to support deployment of idle reduction and energy conservation technologies for heavy-duty vehicles, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. REDUCTION OF ENGINE IDLING OF HEAVY-**
4 **DUTY VEHICLES.**

5 (a) DEFINITIONS.—In this section:

6 (1) ADMINISTRATOR.—The term “Adminis-
7 trator” means the Administrator of the Environ-
8 mental Protection Agency.

1 (2) ADVANCED TRUCK STOP ELECTRIFICATION
2 SYSTEM.—The term “advanced truck stop elec-
3 trification system” means a stationary system that
4 delivers heat, air conditioning, electricity, and/or
5 communications, and is capable of providing
6 verifiable and auditable evidence of use of those
7 services, to a heavy-duty vehicle and any occupants
8 of the heavy-duty vehicle with or without relying on
9 components mounted onboard the heavy-duty vehicle
10 for delivery of those services.

11 (3) AUXILIARY POWER UNIT.—The term “auxil-
12 iary power unit” means an integrated system that—

13 (A) provides heat, air conditioning, engine
14 warming, or electricity to components on a
15 heavy-duty vehicle as if the main drive engine
16 of the heavy-duty vehicle were running; and

17 (B) is certified by the Administrator under
18 part 89 of title 40, Code of Federal Regulations
19 (or any successor regulation), as meeting appli-
20 cable emission standards.

21 (4) HEAVY-DUTY VEHICLE.—The term “heavy-
22 duty vehicle” means a vehicle that—

23 (A) has a gross vehicle weight rating great-
24 er than 8,500 pounds; and

25 (B) is powered by a diesel engine.

1 (5) IDLE REDUCTION TECHNOLOGY.—The term
2 “idle reduction technology” means an advanced
3 truck stop electrification system, auxiliary power
4 unit, or other device or system of devices that—

5 (A) is used to reduce long-duration idling
6 of a heavy-duty vehicle; and

7 (B) allows for the main drive engine or
8 auxiliary refrigeration engine of a heavy-duty
9 vehicle to be shut down.

10 (6) ENERGY CONSERVATION TECHNOLOGY.—
11 the term “energy conservation technology” means
12 any device, system of devices, or equipment that im-
13 proves the fuel economy of a heavy-duty vehicle.

14 (7) LONG-DURATION IDLING.—

15 (A) IN GENERAL.—The term “long-dura-
16 tion idling” means the operation of a main
17 drive engine or auxiliary refrigeration engine of
18 a heavy-duty vehicle, for a period greater than
19 15 consecutive minutes, at a time at which the
20 main drive engine is not engaged in gear.

21 (B) EXCLUSIONS.—The term “long-dura-
22 tion idling” does not include the operation of a
23 main drive engine or auxiliary refrigeration en-
24 gine of a heavy-duty vehicle during a routine

1 stoppage associated with traffic movement or
2 congestion.

3 (b) IDLE REDUCTION TECHNOLOGY BENEFITS, PRO-
4 GRAMS, AND STUDIES.—

5 (1) IN GENERAL.—Not later than 90 days after
6 the date of enactment of this Act, the Administrator
7 shall—

8 (A)(i) commence a review of the mobile
9 source air emission models of the Environ-
10 mental Protection Agency used under the Clean
11 Air Act (42 U.S.C. 7401 et seq.) to determine
12 whether the models accurately reflect the emis-
13 sions resulting from long-duration idling of
14 heavy-duty vehicles and other vehicles and en-
15 gines; and

16 (ii) update those models as the Adminis-
17 trator determines to be appropriate; and

18 (B)(i) commence a review of the emission
19 reductions achieved by the use of idle reduction
20 technology; and

21 (ii) complete such revisions of the regula-
22 tions and guidance of the Environmental Pro-
23 tection Agency as the Administrator determines
24 to be appropriate.

1 (2) DEADLINE FOR COMPLETION.—Not later
2 than 180 days after the date of enactment of this
3 Act, the Administrator shall—

4 (A) complete the reviews under subpara-
5 graphs (A)(i) and (B)(i) of paragraph (1); and

6 (B) prepare and make publicly available 1
7 or more reports on the results of the reviews.

8 (3) DISCRETIONARY INCLUSIONS.—The reviews
9 under subparagraphs (A)(i) and (B)(i) of paragraph
10 (1) and the reports under paragraph (2)(B) may ad-
11 dress the potential fuel savings resulting from use of
12 idle reduction technology.

13 (4) IDLE REDUCTION AND ENERGY CONSERVA-
14 TION DEPLOYMENT PROGRAM.—

15 (A) ESTABLISHMENT.—

16 (i) IN GENERAL.—Not later than 90
17 days after the date of enactment of this
18 Act, the Administrator, in consultation
19 with the Secretary of Transportation shall,
20 through the Environmental Protection
21 Agency’s SmartWay Transport Partner-
22 ship, establish a program to support de-
23 ployment of idle reduction and energy con-
24 servation technologies.

1 (ii) PRIORITY.—The Administrator
2 shall give priority to the deployment of idle
3 reduction and energy conservation tech-
4 nologies based on the costs and beneficial
5 effects on air quality and ability to lessen
6 the emission of criteria air pollutants.

7 (B) FUNDING.—

8 (i) AUTHORIZATION OF APPROPRIA-
9 TIONS.—There are authorized to be appro-
10 priated to the Administrator to carry out
11 subparagraph (A) \$19,500,000 for fiscal
12 year 2006, \$30,000,000 for fiscal year
13 2007, and \$45,000,000 for fiscal year
14 2008.

15 (ii) COST SHARING.—Subject to clause
16 (iii), the Administrator shall require at
17 least 50 percent of the costs directly and
18 specifically related to any project under
19 this section to be provided from non-Fed-
20 eral sources.

21 (iii) NECESSARY AND APPROPRIATE
22 REDUCTIONS.—The Administrator may re-
23 duce the non-Federal requirement under
24 clause (ii) if the Administrator determines
25 that the reduction is necessary and appro-

1 appropriate to meet the objectives of this sec-
2 tion.

3 (5) IDLING LOCATION STUDY.—

4 (A) IN GENERAL.—Not later than 90 days
5 after the date of enactment of this Act, the Ad-
6 ministrator, in consultation with the Secretary
7 of Transportation, shall commence a study to
8 analyze all locations at which heavy-duty vehi-
9 cles stop for long-duration idling, including—

- 10 (i) truck stops;
- 11 (ii) rest areas;
- 12 (iii) border crossings;
- 13 (iv) ports;
- 14 (v) transfer facilities; and
- 15 (vi) private terminals.

16 (B) DEADLINE FOR COMPLETION.—Not
17 later than 180 days after the date of enactment
18 of this Act, the Administrator shall—

- 19 (i) complete the study under subpara-
20 graph (A); and
- 21 (ii) prepare and make publicly avail-
22 able 1 or more reports of the results of the
23 study.

24 (c) VEHICLE WEIGHT EXEMPTION.—Section 127(a)
25 of title 23, United States Code, is amended—

1 (1) by designating the first through eleventh
2 sentences as paragraphs (1) through (11), respec-
3 tively; and

4 (2) by adding at the end the following:

5 “(12) HEAVY DUTY VEHICLES.—

6 “(A) IN GENERAL.—Subject to subpara-
7 graphs (B) and (C), in order to promote reduc-
8 tion of fuel use and emissions because of engine
9 idling, the maximum gross vehicle weight limit
10 and the axle weight limit for any heavy-duty ve-
11 hicle equipped with an idle reduction technology
12 shall be increased by a quantity necessary to
13 compensate for the additional weight of the idle
14 reduction system.

15 “(B) MAXIMUM WEIGHT INCREASE.—The
16 weight increase under subparagraph (A) shall
17 be not greater than 400 pounds.

18 “(C) PROOF.—On request by a regulatory
19 agency or law enforcement agency, the vehicle
20 operator shall provide proof (through dem-
21 onstration or certification) that—

22 “(i) the idle reduction technology is
23 fully functional at all times; and

24 “(ii) the 400-pound gross weight in-
25 crease is not used for any purpose other

1 than the use of idle reduction technology
2 described in subparagraph (A).”.

3 (d) REPORT.—Not later than 60 days after the date
4 on which funds are initially awarded under this section,
5 and on an annual basis thereafter, the Administrator shall
6 submit to Congress a report containing—

7 (1) an identification of the grant recipients, a
8 description of the projects to be funded and the
9 amount of funding provided; and

10 (2) an identification of all other applicants that
11 submitted applications under the program.

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