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: NOx 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: NOx Phase II - NOx 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
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