



Reducing Motor Vehicle Idling in Connecticut

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CT DEP Air Quality Planning

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Air Quality Planning

Goals

- **Protect the public health and safety of citizens of Connecticut**
- **Make the air safe to breathe**
- **Sustain economic growth**
- **Pursue a balanced multi-sector approach**



Transportation Objectives

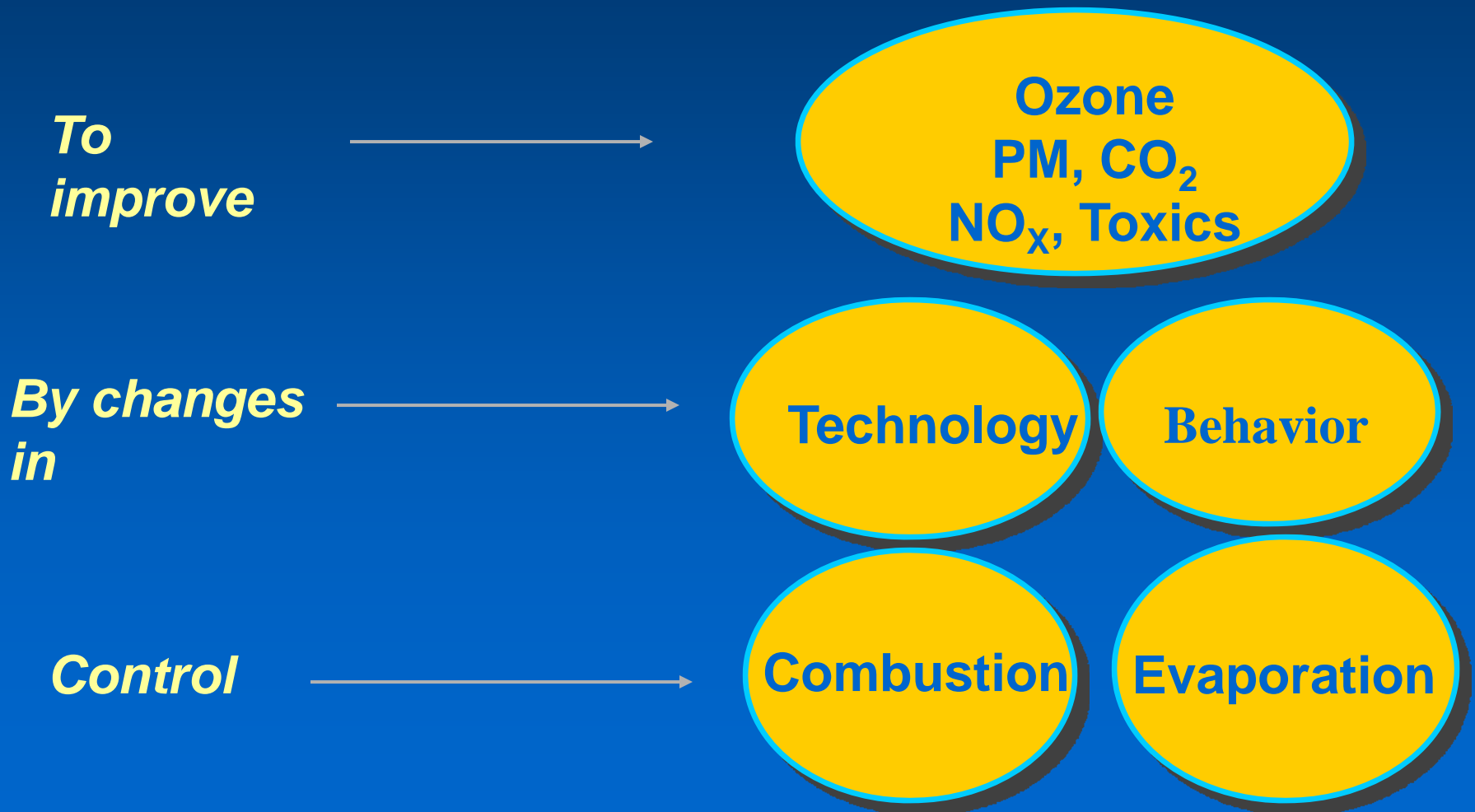
- **Identify and implement an efficient and cost effective strategy to reduce emissions of air pollutants from mobile sources**
- **Continue mandated progress towards attaining the National Ambient Air Quality Standards**



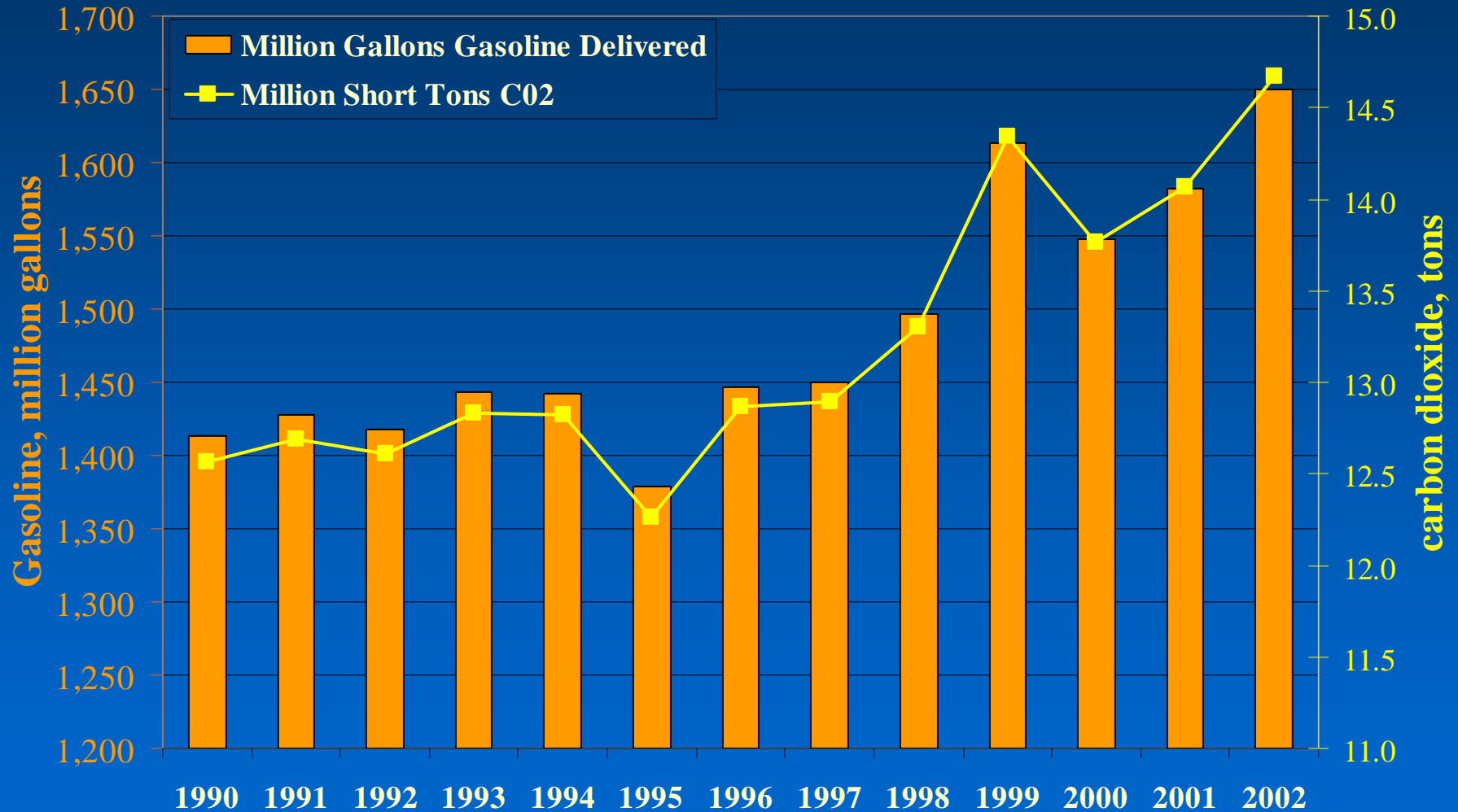
Air Pollution Challenges

- **Ozone: Nonattainment**
- **Fine Particulate Matter: Nonattainment**
- **Toxics**
- **Carbon Dioxide and other GHGs**
- **Despite tremendous progress at cleaning up vehicles, still more work to be done**
- **Tighter vehicle emission standards, but increasing vehicle miles traveled (VMT)**

Designing Effective Multipollutant Strategies



Gasoline Sales and resulting CO₂ Emissions



Idling Increases Pollution and Wastes Fuel

- **A short haul diesel engine idling 550 hours per year**
 - **Wastes up to 330 gallons of fuel per year &**
 - **Produces 3.6 tons CO₂ per year**
- **An long haul diesel engine idling 2400 hours per year:**
 - **Wastes up to 1,440 gallons of fuel per year &**
 - **Produces 16 tons CO₂ per year**

Idling Increases Pollution and Wastes Fuel



- **A car that idles ten minutes a day:**
 - **Wastes over 23 gallons of gasoline per year &**
 - **Produces 0.0.23 tons CO₂ per year**



Idle Reduction in Mobile Source AQ Planning



- **2006 CT Clean Diesel Plan**
- **2008 Global Warming Solutions Act**
- **NAAQS Attainment**

Connecticut Clean Diesel Plan of 2006

- **Strategy designed to reduce diesel emissions for:**
 - **Transit**
 - **School Bus**
 - **Construction**
 - **On-road Fleets**
- **Idle reduction included as an action item for each sector**

2008 Global Warming Solutions Act

- **Reduce GHG emissions:**
 - 10% below 1990 levels by 2020; and
 - 80% below 2001 levels by 2050
- **Transportation Sources**
 - Account for 40% of GHG emissions
 - Fastest growing source of GHG in US
- **Transportation Reduction Strategies:**
 - Idle reduction technologies,
 - Emissions reduction technologies, and
 - Fuel reductions technologies



Idle Reduction Strategy in Connecticut



- **Regulation**
- **Education and Outreach**
- **Enhanced Enforcement**
- **Technology Incentives**



Anti-Idling Regulation in Connecticut

- **RCSA Section 22a-174-18**
- **Idling limited to three minutes**
- **Exemptions for:**
 - **Maintenance,**
 - **Temps < 20 degrees F and**
 - **Operation of auxiliary equipment**

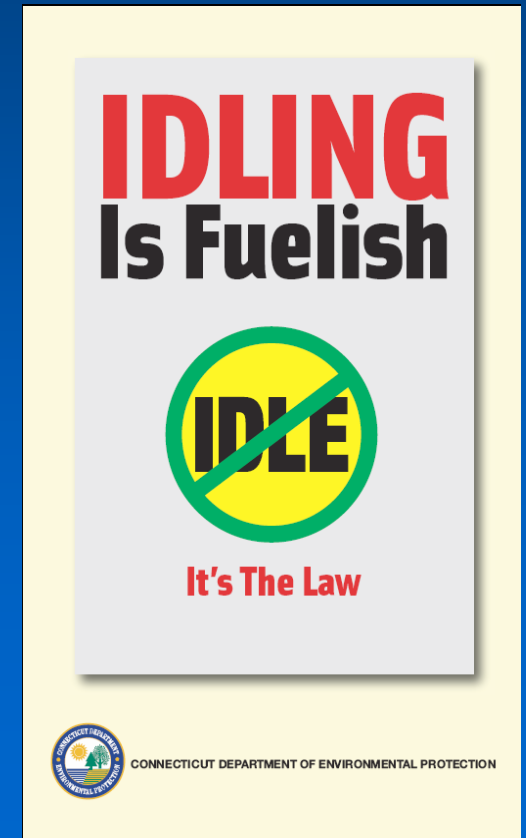
Anti-Idling Enforcement



- **Department priority**
- **Constant presence**
- **Periodic surveillance**
- **Statutory infraction authority exists for school bus idling**
- **Issued formal enforcement penalty – fine and educational campaign for drivers**

Education & Outreach

- **Increase Awareness & Change Behavior**
 - General Public
 - Fleet Operators
 - Construction Firms
 - Municipalities
- **Brochures**
- **Signage program**



Technologies and Incentives for Anti-Idling

- **Technology Options**
 - **Auxiliary Power Units (APUs)**
 - **Bunk Heaters and Battery AC**
 - **Truck Stop Electrification (TSE)**
- **Incentive Program Options**
 - **Funding Sources: CMAQ, DERA, SEP**



Idle Reduction in Emerging Transportation Sectors

- **Ports and Marine**
 - Drayage trucks
 - Cargo Handling
 - Cold ironing
- **Locomotives**
 - Auto Shutoff, APUs
- **Airports**
 - Parking, shuttles
 - Ground equipment





Conclusion

IDLING
Is Fuelish



It's The Law



Questions

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