

# Rhode Island Anti-Idling Program

---

Frank Stevenson, P.E.,  
Supervising Air Quality Specialist  
Mobile Sources Section  
Office of Air Resources



---

***Rhode Island Department of Environmental Management***

# 2006 RI Anti-Idling Act

- Based on findings that associate diesel idling with:
  - Increased health risks including asthma and heart disease
  - Formation of ground level ozone (smog)
  - Formation of greenhouse gases
  - Waste of resources and money
- The Anti-Idling Act passed 2006 legislative session, signed into law by Governor Carcieri on July 10, 2006
- Prohibits unnecessary idling of diesel powered equipment – both on-road and non-road
- Required RIDEM to:
  - Promulgate regulations
  - Submit report to Governor and Legislature – “Sources of diesel pollution and strategies for reducing pollution from identified sources”



# RI Anti-Idling Act - Provisions

---

RIDEM to promulgate regulations by July 1, 2007 covering:

- Diesel motor vehicle engine idling
  - Should be generally consistent with MA and CT
  - “... no person shall cause or permit the unnecessary operation ... in excess of 5 consecutive minutes in any 60 minute period.”
  - Numerous exemptions
- Non-road diesel engine idling
  - “ ... no entity shall cause, suffer, allow or permit the unnecessary idling of a non-road diesel engine.”



# Anti-Idling Regulation Development

---

- Preliminary draft regulation developed
- Two stakeholder meetings held
  - Environmental groups
  - Fleet owners
  - EPA
- Draft regulations developed for public comment
- Public hearing held
- Regulations revised based on comments
- APC Regulation No. 45 filed June 2007



# Anti-Idling On-Road

“No person, entity, owner or operator shall cause, allow or permit the unnecessary idling of a diesel motor vehicle ... in excess of 5 consecutive minutes in any 60 minute period, except ...”:

- Traffic ... or at the direction of law enforcement official.
- ... necessary to operate defrosting, heating, or cooling equipment to ensure the health or safety of the driver or passengers. In the case of providing heat ... 15 minutes per hour for temps between 0° and 32°, below 0° no limit. For passenger bus - 15 minutes per hour below 50°.
- To power work-related mechanical or electrical equipment
- Maintenance, servicing, repairing or diagnostic purposes ... and as needed during state or federal inspections.
- Occupied sleeper berths for heating and cooling during federally mandated rest periods. [Sunset 7/1/2010 \(promote truck stop electrification, APUs\)](#).
- Police, fire, rescue ...
- Vehicle mounted auxiliary power units



# Anti-Idling Non-Road

“No person, entity, owner or operator shall cause, suffer, allow or permit the unnecessary idling of non-road diesel engines under its control or on its property.”

Definition: ... a diesel engine intended for use off public highways or in other similar applications , and include, but not limited to, diesel engines in: farm vehicles, locomotives, aircraft, marine vessels, construction equipment, airport ground support equipment, commercial and industrial equipment.

Exemptions:

- Maintenance and inspections
- Airfield maintenance vehicles being used to achieve their intended purpose on state-owned or operated airport



# Enforcement

- Enforcement through state and local law enforcement authorities ... state and local police and parking enforcement personnel , RIDEM and RIDMV
- Law specifies fines of \$100 and \$500 for violations as “Traffic Offenses”
- Penalties section of the regulation references the law, and, “... penalties may be assessed against any person who allows or permits unnecessary idling to occur on property under their control.”



# Diesel Report

---

**RIGL 23-23-29.4. Sources of diesel pollution.** - On or before January 1, 2007, the department shall identify sources of diesel pollution in Rhode Island and strategies for reducing pollution from identified sources and report the findings to the governor and general assembly.

<http://www.dem.ri.gov/programs/benviron/air/pdf/diesel.pdf>

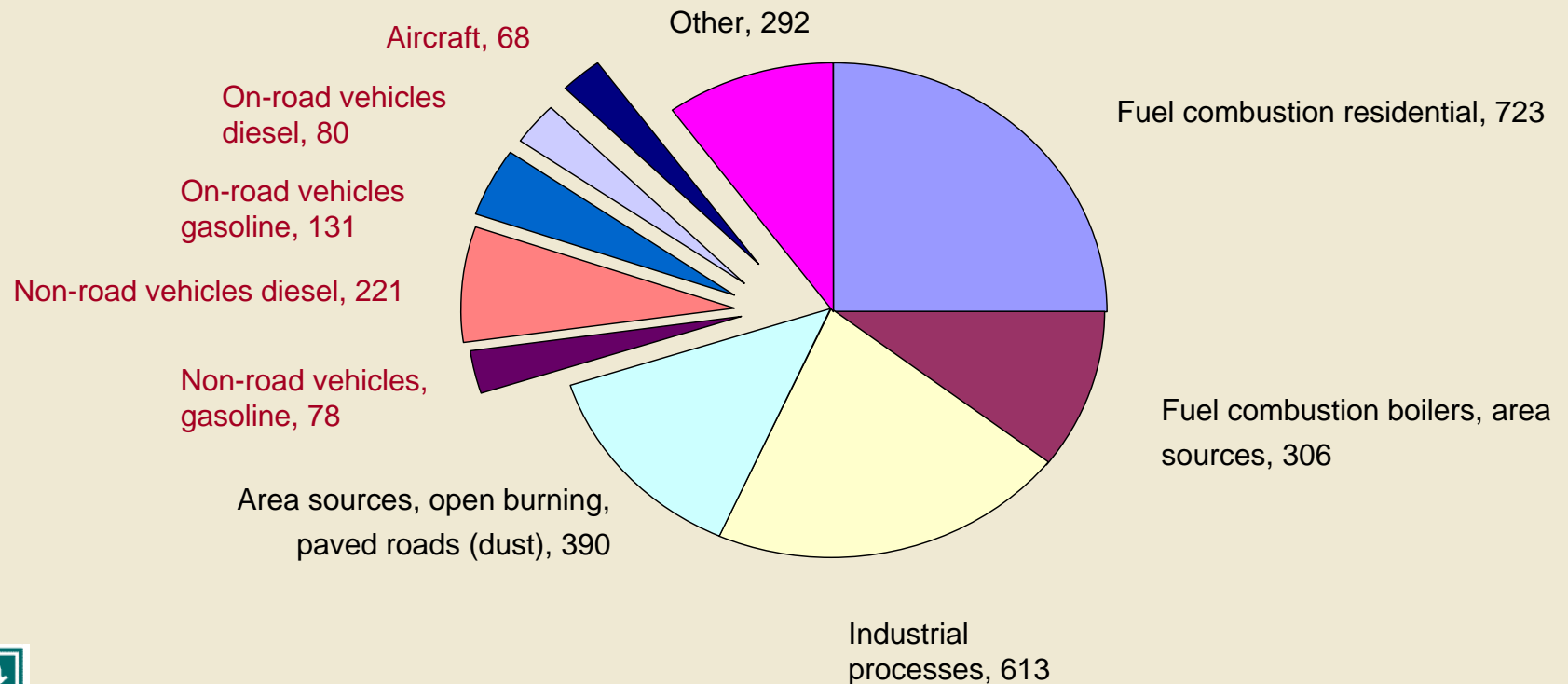


---

***Rhode Island Department of Environmental Management***

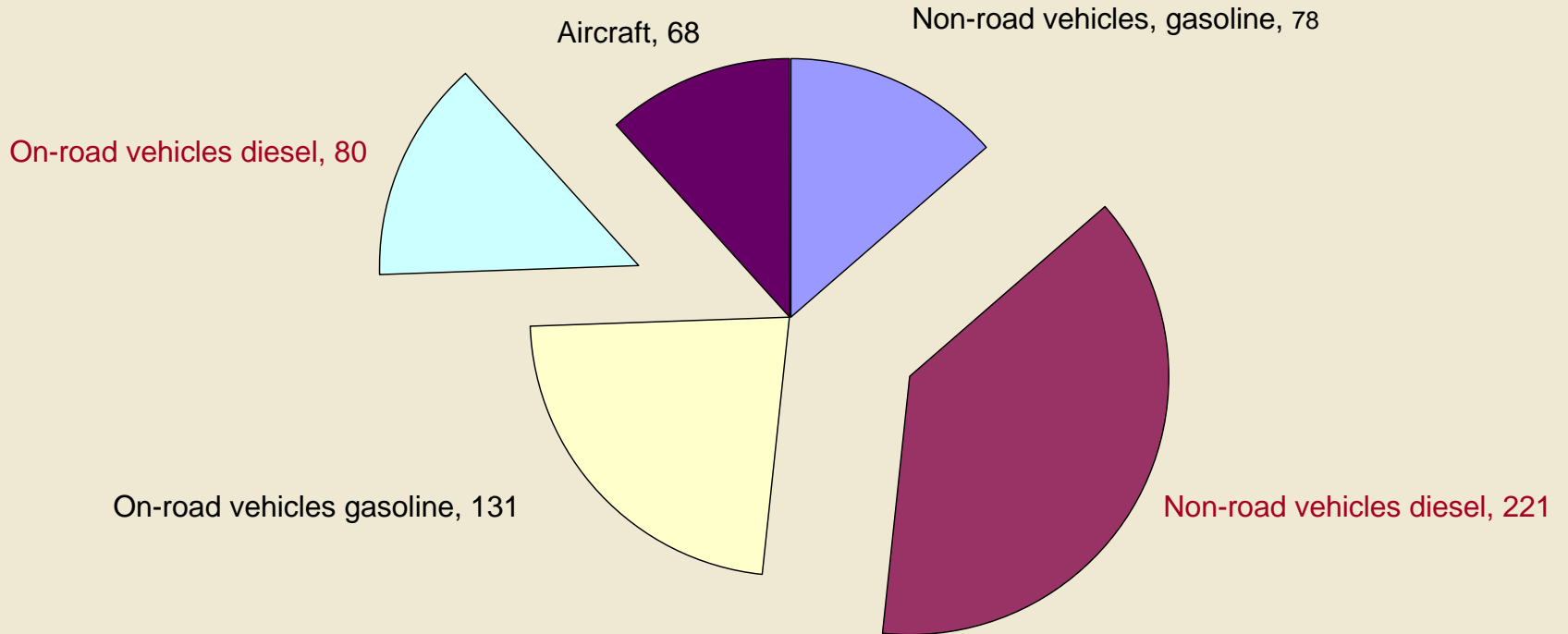
# Sources

Rhode Island PM 2.5 Emissions from All Sources in 2002 (tons)



# Mobile Sources

Rhode Island PM 2.5 Emissions from Mobile Sources in 2002 (tons)



# Priorities

Priorities assessed based on matrix of identified sources and the following control strategies:

- Anti-idling
- Fleet turnover (replacement)
- I/M (maintenance and repair)
- Retrofit (or re-power)
- Re-fuel (ULSD, Bio-diesel, CNG, etc.)

“... preliminary [fleet] priority assignments made on the basis of reduction in critical health risk exposures, authority to control and ease of implementation.”

- Buses (School and Transit)
- Solid waste collection vehicles
- State fleet, including contracted services.



# Recommendations

---

- Finalize anti-idling regulations
- Implement an I/M program to require emissions testing for opacity on all Rhode Island registered diesel trucks to ensure properly functioning engines (already required).
- Continue and expand school bus retrofit (and replacement) programs
- Implement State construction project contract provisions to require ULSD fuel use and use of emissions control retrofitted equipment
- Encourage expedited fleet turnover for RIPTA buses
- Encourage retrofits/replacements of SWCVs
- Continue to implement a voluntary chip re-flash program with engine manufacturers.
- Consider more stringent opacity cut-points for pullover and I/M programs covering the on-road diesels in Rhode Island.



# Diesel Emission Reduction Act

---

- Passed 2007 session
- Signed into law July 2, 2007
- School bus retrofit program using CMAQ funds and other available funding mechanisms.
- Replace MY 1993 and older buses with new
- Submit report on other priority fleets (**Refuse vehicles and state owned/controlled vehicles**) to Legislature by January 1, 2008



# Contact Information

---

- <http://www.dem.ri.gov/>
- [frank.stevenson@dem.ri.gov](mailto:frank.stevenson@dem.ri.gov)
- 401-222-2808 extension 7021

