

TLU-8 Comments
Recommendation 33
Heavy-duty vehicle and locomotive idle reduction

The economic impacts of any legislation must be determined and be a part of the decision.

How do you plan to provide the power for the truck stop electrification and school bus in house electricification? Wind power or solar? If its 20 below zero and dark, it will have to come from some poor coal fired generator, who is getting kicked around for putting CO2 into the air. How are you going to reduce vehicles idling at rest areas and truck stops by 40% within the next 2 years or reduce locomotive idling at rail yards by 50%? There is very likely an economic reason they don't shut those locomotives off.

There should be a cost/benefit analysis required. The benefits do not justify the costs using sound science. More taxes, regulations and red tape is not what will help Montana.

tough to implement and monitor

Absolutely, what a waste! Let's include the public idling their cars in front of supermarkets....

See previous comments. DEQ could provide educational materials through its web site.

We already know diesel fumes cause cancer.

This is also a public health issue. A significant percentage of folks have an adverse physiologic reaction (headache, palpitations,etc.) when inhaling diesel fumes from an idling vehicle. This is an ideal application for hybrid technology.

Stop allowing bad behavior by looking the other way when they pollute and damage public health. Once the subsidies of bad behavior disappear, the behavior will change.

Nice words again - Promote & Incentive!

individuals can only do so much with this issue, we need strong and numerous government action of many forms and formats...

"Incentive and/or financing program for electrification" How much and where does this money come from?

Where is all this extra electricity to come from, since everything so far in this report indicates that no new generation is acceptable.

The vehicles I see idling most frequently are government-owned vehicles. In Butte-Silverbow, the police vehicles and public works department vehicles are frequently idling, unattended.

Legislate to stop this practice of "idling". Electrical energy should be required at truck stops and trucks should not be allowed to idle at rest stops regardless of temperature.

Reduce ALL vehicle idling!!

As a former teacher/coach I have observed buses idling for hours while waiting. this is crazy.

Good luck telling Montana rail Link to reduce locomotive idling. While you're at it, tell them to move Missoula's rail yard out of the city limits. Then we wouldn't have to even breath the 50% reduced pollution. Why not just put some teeth into an emission regulation? Force them to reduce idling and move outside city limits. I can't have a wood stove, but yet I have to breath diesel fumes from the railyard in Missoula (I live 150 feet away from idling locomotives). Makes no sense.

Idling is necessary in cold weather states.

Strongly oppose.

What is with this idling anyway? Make it a crime.

Trucks at rest and truck stops should be required to turn off their engines for over night stops - the air quality in rest stops and truck stops is abominable when the engines are running. This seems like a task that is easily achievable on a much shorter time scale.

how would you enforce this? terrible idea.

Yes, this could also improve air quality and improve public health.

UPS doesn't idle trucks - why can't others not idle

Bravo on this one!

It's not clear how you could do that!

This is extremely expensive. Because of the costs of fuels-most trucks are not left idling. In extremely cold weather the fuel gels and the trucks won't start.

I like the outcomes of these measures but why not let the market do it?

This is a really cost-effective way of helping reduce emissions.

promote - yes; pay for (incentives) - NO

Working in several states. Investment payback fairly short time frame for industry.

Great idea.

Probably not much real impact from this. Economics of fuel costs are already reducing idling by most users.

What is the price tag for this promotion and marketing?

DEPENDS ON HOW YOU ACCOMPLISH.

Also educate all drivers to shut off their engines when they're not driving.

Let them do it themselves

This should be an easy answer- just turn them off.

And where will the electrical energy come from? At what cost?

Why do we coddle these people? Start imposing fines for idling in public areas.

With the prices rapidly increasing, conserving natural resources is a matter the free market can handle without government mandates.

Will we have "truck-stop gestapo"? How would one ever enforce this. Just another feel good idea.

This should be market-driven, not government driven.

Good idea with good public health benefits

Don't forget school buses that idle for hours a day.

over my head

Won't higher fuel costs solve this on it's own?

Will the vehicles be able to start up again? I think they idle for a reason and unless that can be addressed, the impact on productivity and cost is inappropriate.

This Action Plan was not a Montana grassroots Plan. It was the same plan written for California and other states. This section will be impossible to enforce.

Requiring schools to implement policies is not the state's job. Top down control will not work as we don't know what is best for local circumstances, Safety of students should come before minimal fuel savings

<http://www.righttalk.com/asx/ggws.aspx>

Good idea, with care can be an incentive that will be a cost saving practice all around. Someone will be paying for the electricity, and the retrofitting of the trucks, so cost analysis should be performed prior to further development of this aspect.

Who will finance this one. The driver is paying for the fuel, if you make it so that it will cost him less to plug in he will plug in, Again let free markets work. Show the truck stop how they can make money, and the driver how he can save money and this one will take care of itself. if not it is inefficient and should be scraped along with the oil lamp, and the ice box.

I remind you that generating more electricity will be the result. Has anyone done a study of the total effect on energy consumption, CO2 output, Water vapor output, etc. if all of these plans were introduced. including transportation cost to get the bio, and syn fuel to market instead of our current delivery system. Add in the cost of higher food prices and goods and services. can Montana afford it. "Sounds good" is not always good.

Perhaps those bearing the impact should be asked why they do what they do.... some vehicles burn less fuel when idling than repeated on and off.

Think it through to the end.

Place greater emphasis on neighborhood schools which require less bussing.

Diesel engines are designed to idle instead of being turned off and on repeatedly. TOO much government regulation. Who is going to enforce?

seems like good practice to me. they should already have this in place now.

Incentives should not be limited to truck stop electrification. Should also research increased use of on vehicle Auxiliary Power Units (APU) as electrification may be cost prohibitive and not practical in many areas of state.

With the price of fuel this is happening already. Trucking companies are requiring this, the railroads have already implemented policies. Why do we need more regulation that is virtually unenforcable?

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another taxpayer load????

This seems like a good thing. Excessive idling has always been a pet peeve of mine. Turn the vehicles off if they don't need to be running.

Good idea. It kinda flies in the face of distributed energy though

This just adds more programs that are already common sense.

Who are the Energy Cops? Again please do not issue firearms to them.

Absolutely! Diesel as it exists is disproportionately polluting. Enforcement with teeth needed for railroads and older vehicles. Is there a way to enforce a cap on idling of diesels?

This is REALLY important.

Initiate a maximum warm up time for the thousands of diesel rigs to 5 minutes. I notice many will warm up for a solid 30 minutes before hitting the road.

Yes. This is good. I would add putting in some roundabouts as opposed to traffic signals for reducing idling.

Import some of that wonderful European technology that shuts the car off while idling and starts it right back up when the accelerator is hit.

Excellent.

increase wear on engines and starters and batterys.

"Government is not the solution to our problems, it IS the problem"

This one is a no-brainer.

You need to get the stoplights timed every where in the state so we don't have to stop at each light Make sure state owned maintenance vehicles do not have policies requiring workers to idle their vehicles in the winter for fear of the vehicle not starting

This will only work if state agencies begin to lead. If police vehicles sit idle, then individuals will do the same!

Look at full cost of these measures.

If they can afford the fuel, let them.

Has anybody talked to the long haul industry on this?

This is hilarious! Have you seen our shoddy school busses? In-house electrification? Have you been inside a Montana school lately? How about "In-house new text books" or "In-house computers that actually work?"

How much fuel does it take to restart a diesel after it is cold after it has been warmed up. Answer: a lot more than if it is left idling, at least on a short term.

I LOVE this idea.

How do you enforce this proposal?

This is already happening in some of our Nations nicer truck stops.

How much will this cost Montana taxpayers to enforce?

School and Railroad regulation OK in moderation(emphasis on moderation). But not economically viable to independent businesses.

Program should be voluntary due to cost of enforcement.

Idling a locomotive in Cut Bank when it's 60 below is the only way to make sure the locomotive will keep running. Just another nutty idea for politicians.

Incentives are acceptable. Programs should be voluntary and will not support mandatory programs, guidelines or limits. This recommendation could increase transportation costs in Montana, which is one area we already have a competitive problem with other states in the region.

This has potential, but again cost may be a factor.

Concentrate the funding for this recommendation on truck stop electrification. Again, high gas prices combined with the availability of electrification are enough to ensure participation.

As a former tractor-trailor operator this is an insane idea. I challenge the inventor of this idea to shut his 'big-rig' off when it is zero degrees and try to start it again in the morning. Most all big trucks have 'sleepers' which is the home of the driver. Did you ever try to sleep in a metal room when the temperature is below zero without heat? They come from the heater of the truck, just as it comes from the heater of your car. This reminds me of the movie ... "Dummer and dummer."

Just keep in mind that we live in a state with extreme temperatures that require some idling to keep engines warm, etc.

It would serve the State better to stay out of this area of regulation, if the past tells anything.

Especially in switching yards near population centers.

All of these are 'feel good' expensive bulls**t legislation. Global warming is NOT a fact (cold records set last winter in the southern hemisphere) so it might be Northern hemisphere warming, but not global. Secondly, latest studies of the sun spots (that control global temperatures more than humans) indicate that within 20 years we will be back in a 'mini-ice age'. Not politically correct, but MUCH more accurate.

Generally idling vehicles produce noxious exhaust. This should be corrected or eliminated.

Yep, let those kids and truckers freeze. Then give them a ticket. Brilliant.

How would you like to sleep in your truck at a rest area when the temp is 20 degrees below zero on a winter night?

It's high time for this...

This will happen if it is cost effective. Incentives do not let the market work.

How in the world would idling be monitored so that incentives could be applied? This one might look good in theory but seems impracticable.

this is a very easy and cheap solution to immediately begin using less imported fuels

two words- Montanan Weather?

In Montana's winters, it is necessary to idle trucks, not just for driver comfort, but for fuels not to gel. Schools buses may face some of the same issues at trucks at truckstops.

People already know about this stuff.

50% and 85% by when? If drivers don't comply-they go to jail!!

good idea.

State law - ticket any idlers especially privately owned trucks and cars.

There might be a mechanical reason for the idling.

Soooo important. That's what the true hybrids do, the Toyota Prius and the Honda Civic Hybrid. The gas engine turns off at a stop light, so there is NO IDLING. Instead the electric motor keeps the car at the ready, so when you take your foot off the brake, the gas engine starts up immediately.

Let me take you to Cut Bank in January, shut off your rig, spend the night at 30 below zero, have transmission & hydraulic fluids stiffen & then try to leave. Keeping the engine warm is only the tip of the iceberg.

Why do they Idle? it has to do with maintaining the equipment. with out proper warm up and idling practices the machinery wears out faster.

Apparently you don't understand trucks or locomotives.

Not enforceable.

I understand that efforts to establish truck stop electrification have not gone well. Expense and space are big problems. How would this program be financed?

Again, why do we need legislation to do this but it still happens everywhere. These vehicles have on/off switches for a reason. Let's use them.

It's their fuel. Let them decide. No more legislation.

I would move this date forward to 85% by 2012.

I don't idle my engine now. Some engines need to idle to warm up before using. Logging, Heavy equipment contractors, etc. We do have winter here

Outstanding!!!

Incentives are acceptable. Programs should be voluntary and will not support mandatory programs, guidelines or limits. This recommendation could increase transportation costs in Montana, which is one area we already have a competitive problem with other states in the region.

If truck stops want to offer this, great. Never mind that modern locomotives are now being delivered with engine-shutdown systems. Waste of time.

You idiots!! When fuel prices rise to a certain level individuals and companies will willingly modify their own vehicles without a stupid government mandate. Again, move to California.

With the escalating cost of fuel government regulations are likely not necessary it will be self regulating.

People can choose to idle when appropriate or not to. We do not need big brother to tell operators when they can't idle.

MRL's new locomotives are much more efficient. Address why trucks are left idling. Does "in-house electrification" mean electric school buses? Will they have enough power to carry a full load in hilly country?

Idle of diesel engine for 6 hours uses less fuel than turning the truck off. Heat produced in chamber maintained allows less fuel to be used. Cold diesel will use more fuel in the first 10 minutes of operation than running at idle for several hours after chamber operating temperature has been reached.

Is this possible?

The trucks would not need to idle as much if we had more global warming.

Comme up to NE MT in Jan. when its -38 and the wind is blowing and tell ANYONE to shut off their school bus or truck.

Consumer education on idling of light-vehicles as well. Post signs at ATM's, railroad crossings, etc.

Why not give 100% tax write off for the APU's installed in big rigs?

LETS KEEP THEM PLUGGED IN WHEN NOT IN USE TO EXPENSIVE KW USING SOURCES!!!

Transportation companies should be doing this on their own. Unnecessary energy usage eats into their profits.

This is already being done and further meddling would simply be a waste of taxpayer funds.

See TLU-7 above. In addition to and even ahead of these measures recommend incentives for idling reduction technologies such as APUs be pushed. Such technologies work at rest stops and truck stops that don't have electrification and everywhere else that trucks operate.

Have to support this one, but be reasonable how it is implemented.

These businesses are already taking steps to reduce fuel use and emissions because it is just good business to do so. State government mandates are not needed. There are already federal programs that many of these transportation companies participate with.

When it 10 below zero, I would like the school bus to idle a bit before loading the kids on after school. Besides, I believe the operators manual says they use less fuel when warmed properly.

A specific required provision for school bus idling should be implemented since studies have shown that indoor bus air quality is even worse than outside within 100 foot radius of an idling school bus. Or require other fuel sources for school buses.

no idling Locomotives!

there is climate change. But mans impact is limited. Maybe as little as less than 3-5% need cost benefit analysis

MPG is 0 when idling, but technology needed to provide benefits that idling provided to big diesel engines.

Holcim supports no-idle policies and recommends state coordination with EPA's SmartWay Program.

What about the sleeping drivers staying warm in the trucks?

Should start early in process. Include school buses.