Idle Reduction – the Truckstops and Travel Plazas Perspective

Gene Bergoffen
NATSO Technology Consultant

Alternatives to Truck Idling Conference
Des Moines, Iowa -- June 22-23, 2004
Overview

- The NATSO perspective
  - NATSO is the professional association of America’s $42 billion travel plaza and truckstop industry; members manage and operate nearly 1000 locations throughout the United States

- Realities for the Truckstops and Travel Plaza World

- Recommended Policies and Funding Approaches

- Critical Next Steps
The NATSO Perspective

- NATSO supports efforts to improve our nation’s air quality
  - The foundations for these efforts should be sound science, and sound economics -- the marketplace
- Truckstops and Travel Plazas provide 90 percent of the truck parking spaces on the National Highway System -- NATSO must play a key role as a part of an integrated, overall environment that supports idle reduction everywhere
- Many NATSO member operators have already taken steps to reduce idling at their facilities
  - Actions and explorations include both off-board and on board solutions
Realities for the Truckstops and Travel Plaza World

- Currently, there is no critical mass of truck fleet operators committed to the use of shore power
  - Only a relatively small population of NATSO customers can currently use shore power, and thus there is no economic foundation for most operators to invest in shore power units.
- OEMs are committed to introducing on-board technologies that provide a range of idle reduction options, with increased market offerings planned in the next few years
  - Options include auxiliary power units, and electrical components that can enable powering of driver comfort through air conditioning and heating without engine use
  - Many options will be configured to use shore power as a supplement to on-board power components
The critical driver for NATSO action is customer demand and preferences – we respond to the wishes of the nation’s trucking fleets.

- At this time, it is not clear which idle reduction technologies will prevail and be the favored solutions for our customer base.

Enforcement of current idling restrictions is limited and difficult.
- There is a patchwork of non-uniform requirements throughout the states.
- The Federal government favors a voluntary approach, while many states are tending toward mandates.
- Truckstops do not want to be in the enforcement business, and need a level playing field for equity to customers.

Significant efforts are being made to reduce engine emissions through added EPA emission requirements for Year 2007 and Year 2010 heavy-duty truck engines.
- The driver for idle reduction may shift exclusively to energy savings rather than including pollution control.
Recommended Policies and Funding Approaches

- **All Potential Technologies** should be supported by Federal and state policies, incentives, and funding
  - Care should be taken to provide an economic and political climate that enables all technologies to be piloted and tested in an economically neutral environment

- **Deployment of widespread idle reduction technologies and offerings** should be market driven, and rely on the potentially inherent economic advantages that idle reductions technologies can yield

- **The linchpin for progress is an integrated and unified effort on the part of all stakeholders**
  - Collaboration between travel plaza operators, after-market providers, OEMs, utilities, truck fleets, and appropriate state and federal agencies is essential
Critical Next Steps

As a follow on to this workshop and the recent National Idle Reduction Planning Conference, NATSO supports these actions:

- Increased and accountable coordination among Federal and state agencies
  - Monitoring to assure a level playing field for all technology funding and support

- Improved, and collaborative planning.
  - NATSO is prepared to play a leadership role in this aspect

- Standard setting process for shore power technologies
  - NATSO will work with the Technology and Maintenance Council (TMC), and others, in this effort.

- Increased focus on voluntary idle reduction promotional and educational efforts