



***The Clean Air Board of Central Pennsylvania is a faith-based citizens' initiative dedicated to achieving clean air to protect our health and quality of life.***

***We accomplish our mission by:***

- ~ raising public awareness of air quality issues***
- ~ advocating, promoting and coordinating policy and practices for clean air***
- ~ monitoring air quality***



# The Diesel Powered Motor Vehicle Idling Act

Act 124 of 2008  
(effective Feb. 6, 2009)

# The Problem

---

- **According to DEP:**
- **15,000 spaces for truck parking in Cumberland County**
- **2,200,000 hours of truck rest idling per year in Cumberland County (highest in PA)**
- **72 truck parking spaces at one truck stop has IdleAire equipment**

## CAB's Proposed Regulations to Limit Idling

---

- Applies to diesel-powered “commercial motor vehicles,” similar to definition in U.S. Department of Transportation regulation.
- Applies to highway vehicles over 10,000 pounds, including most freight trucks and buses. Not off-road vehicles.
- Idling restrictions would apply at locations where commercial diesel vehicles load, unload, or park.
- An idling limitation of 5 minutes in any 60-minute period unless exemptions apply.

# Air Quality Benefits

---

- Idling restrictions would reduce a significant source of diesel pollution, affecting fine particulate matter (PM 2.5) and ozone. Pennsylvania continues to face challenges in attaining and maintaining standards for these pollutants.
- Exposure to toxic diesel emissions would be reduced in areas where such vehicles congregate.
- Statewide regulation of anti-idling allows operators to know where and when idling is restricted.

# Additional Benefits

---

- Saves industry money by reducing fuel costs.
- For long-haul trucking, initial capital costs of on-truck alternative technology less than \$1,000 to as much as \$10,000
- Low cost electrified parking spaces available at 11 truck stops statewide and in all states adjacent to Pennsylvania.

# Pollution Removed

---

When fully implemented:

- 1600 tons of NO<sub>x</sub>
- 45 tons of VOCs
- 30 tons of PM<sub>2.5</sub>

# Diesel Powered Motor Vehicle Idling Act

---

- Applies only to diesel powered trucks and buses
- Gross weight of 10,001 pounds or more
- Except late model year diesel vehicles with California Air Resources Board (CARB) Idling Certification



# Who is covered?

---

- Driver
- Owner of diesel motor vehicle
- Owner or operator of a facility where diesel motor vehicles park, load and unload

# General Idling Limit

---

- Effective February 6, 2009
- Diesel vehicle shall not idle more than 5 minutes in any 60 minute period, unless . . .



# Operational Exemptions

---

- Traffic or traffic control
- To operate defrosters, heaters, air conditioners, refrigeration equipment to prevent safety or health emergency
- Necessary to comply with manufacturer's operating requirements
- Police, fire, ambulance, military, utility service vehicles during emergency
- Maintenance or repair of vehicle or filter

# Exemptions (cont'd)

---

- Security inspection
- Armored vehicle
- Mechanical difficulty
- For sampling, weighing, active loading or unloading
- While waiting for a police escort
- While collecting waste or recyclable materials

# Sleeper Berth Exemption

---

- Occupied vehicle with sleeper berth during a rest or sleep period, provided that:
  - Outside temperature is less than 40 or more than 75 at any time during rest period
  - Vehicle is legally parked
  - Stationary idle reduction technology is not available for use at the start of rest period
- This exemption expires May 1, 2010



# School Buses and Transit Buses

---

- School buses may idle for 15 minutes per 60 minute period for passenger comfort
- For an unlimited time to maintain safe temperature for students with special needs
- When queuing off school property to pick up or discharge students



# Who is responsible for compliance?

---

- Driver
- Owner of Diesel Powered Motor Vehicle
- Owner or operator of location where vehicles load, unload, and park

# Who can enforce?

---

- State Police
  - Local Police
    - One-half fine goes to municipality
  - DEP inspector
- 
- Section 3(A) of the Diesel Powered Motor Vehicle Idling Act
  - Citation: Act 124 of 2008

# Penalties for violation

---

- Summary offenses
  - \$150 to \$300 fine plus court cost
  - PennDOT must notify owner of driver's conviction of summary offense
- Civil penalty (DEP)
  - \$1000 per day of violation
- Enforcement order (DEP)

# Local Ordinances

---

- Allegheny and Philadelphia Counties ordinances which were adopted before Jan. 1, 2007 remain valid.
- All other local ordinances are superseded.

# Permanent Signs

---

- Owner or operator of a location where diesel vehicles load, unload, or park (15 spaces or more) must post a PennDOT approved sign
- Locations include:
  - Terminals
  - Warehouses
  - Truck stops
  - Bus depots
  - School buildings and parking lots

# Final Outcome

---

- Statute similar to neighboring states
- Statute as strong as regulation
- Enforceable by municipal and state police and by DEP
- \$150-\$300 summary penalty
- Transition period for sleeper cabs ending May 1, 2010