



**West Coast Collaborative Trucking Sector  
Conference Call Meeting Summary**  
Tuesday, December 11, 2007; 10am-11am PST

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**USEPA Hydraulic Hybrid Projects**

John Kargul, from EPA Office of Transportation and Air Quality, briefed the group on EPA's hydraulic hybrid delivery truck project, conducted in conjunction with industry partners such as UPS and Eaton. He also discussed upcoming hybrid initiatives at EPA.

**Highlights from the Presentation**

- A hydraulic hybrid is similar to an electric hybrid but stores energy in hybrid accumulators and uses hydraulic pump motors.
- Hydraulic hybrid drivetrains are available in two configurations – parallel and series. EPA OTAQ has focused their efforts on the series configurations. These hydraulic hybrid vehicles have the highest possible fuel economy, the lowest incremental costs, ultra-low emissions and enable unique high efficiency engines.
- EPA OTAQ collaborated with UPS, Eaton, International Truck and the U.S. Army to develop a demonstration hydraulic hybrid vehicle that could be used as a UPS delivery vehicle.
  - This hydraulic hybrid technology could provide up to a 60-70% improvement in city-driving fuel economy.
  - On-road testing for the hydraulic hybrid prototype began last fall and UPS is satisfied with the results thus far. The tests have shown a 50% improvement in fuel economy over traditional trucks.
  - More performance and durability testing will take place over the next year, and OTAQ expects more improvement in fuel economy to come with changes to the prototype.
- EPA OTAQ has also partnered with EPA Region 2, EPA Office of International Affairs (OIA), the Port of New York-New Jersey, APM Terminals North America and Parker-Hannifin Corporation and Kalmar Industries to develop a series hydraulic hybrid yard hostler.
  - This yard hostler will be a demonstration project at the Port of New York-New Jersey.
  - With this technology, EPA projects a 50-60% improvement in fuel efficiency for yard hostlers in port operation.

For more information about the hydraulic hybrid delivery truck project, visit <http://www.epa.gov/otaq/technology/recentdevelopments.htm>.

**California Air Resources Board's Proposed Truck and Bus Rule**

Tony Brasil, California Air Resources Board (ARB), gave a presentation on the development of a regulation to reduce diesel particulate matter (PM) and other emissions from in-use heavy-duty diesel powered vehicles operating in California. The proposed regulation is scheduled to be presented to the ARB Commission in October 2008, and ARB is currently accepting comments while the rule is being drafted.

### Highlights from the Presentation

- The proposed truck and bus rule is designed to help California reduce diesel particulate matter (PM), reduce greenhouse gas and nitrous oxide (NOx) emissions and attain federal ozone and PM2.5 standards.
- The proposed rule would be phased in between 2010 and 2021, depending on truck model year, and would give credit to those that installed diesel emission reduction technologies before the implementation date.
- The rule would apply to all diesel vehicles operating in California, with the exception of emergency vehicles, tactical military vehicles and personal use vehicles such as motor homes.
- Fleets would have two ways to comply with the rule:
  - Best Available Control Technology Schedule: This schedule would phase in technology measures needed to meet the requirements of the rule over two phases. What levels of technologies need to be implemented would be based on the model year of the vehicle.
  - Fleet Average: Under this compliance process, truck owners would average the NOx and PM emissions of their fleet and compare the percentage of the fleet that has emissions less than or equal to a 2007 model year engine. The necessary fleet compliance percentage would rise incrementally between 2010 and 2021.
- The rule would allow fleet owners special provisions and credits for technology delays, the use of hybrid vehicles or the use of renewable fuels.
- The truck and bus legislation is still under development and ARB would like to hear comments from more truck and bus operators and owners who operate in California. A confidential survey is available at <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>, as well as more information about the proposed rule.

Mr. Brasil also discussed the ARB Goods Movement Emission Reduction Program, which will award competitive grants to local agencies to fund cleaner equipment along California trade corridors. More information can be found at <http://www.arb.ca.gov/bonds/gmbond/gmbond.htm>.

### Updates and Announcements

- The FY2007 Clean Diesel RFP for Region 9 is available. Projects awarded funds will demonstrate effective emissions reductions from existing diesel engine operations in ways that are new, innovative or experimental. EPA Region 9 anticipates awarding a total of approximately \$500,000 under this announcement. Proposals are due February 15, 2008. For more information on the RFP, visit the West Coast Collaborative homepage at <http://www.westcoastcollaborative.org>.
- After the conference call, Kristin Riha, Sector Lead, sent an email to the workgroup, proposing a short face to face meeting or networking event during the Faster Freight – Cleaner Air conference in Los Angeles in February. Not many folks emailed her to confirm attendance, so we will simply hold our regularly scheduled conference call in February.
- The ARB Drayage Truck rule was passed on December 7, 2007. All Category 8 trucks and tractors entering ports will need to have diesel particulate filters installed by 2009, with other emissions requirements being phased in over time. More information about the rule is available here: <http://www.arb.ca.gov/regact/2007/drayage07/drayage07.htm>.



**Participant List\***

Tony Brasil, California Air Resources Board  
Steve Sokolsky, CalStart Weststart  
John Brock, US EPA Region 9  
Charlie Simpson, Golden State Peterbilt  
Dave Chafin, Alarron  
Dan Keefer, Danworth Truck  
Matt Schrap, California Trucking Association  
Christine Elerby, International Truck and Engine Corp  
Jim Gardner, International Truck and Engine Corp  
Rick Teebay, LA County Dept of Public Works  
Tom Gardiner, Cummins Northwest  
Rebecca Sinclair, Gladstein and Neandross  
Sandra Fetters, Ironman Parts and Services  
Sandor Lau, Cascade Sierra Solutions  
Jon Gustafson, Cascade Sierra Solutions  
Jim Halloran, Caterpillar  
Roxanne Johnson, US EPA Region 9  
John Kargul, US EPA OTAQ  
Jon Leonard, TIAX  
Terry Levinson, Argonne National Laboratory  
Paul Loeper, TIAX  
Kristine Rigby, Vancouver Port Authority  
Kristin Riha, US EPA Region 9  
Rick Teebay, LA Department of Public Works  
Frank Van Haren, Washington State Department of Ecology  
Amy Wheelless, Ross & Associates

\*Apologies to any participants left off the list.