

Draft Talking Points  
for  
Suzanne Rudzinski  
Monday, May 17, 2004  
8:45am-9:00am

- Good morning. On behalf of the Environmental Protection Agency, I want to thank you for attending and participating in this very important conference.
- I know our Assistant Administrator, Jeff Holmstead, wanted to attend and speak to you today, but today Jeff is working on EPA's Clean Air Nonroad Diesel Rule which is one of the most dramatic advancements in clean air protection since passage of the Clean Air Act Amendments of 1990. The rule, signed on May 12, requires stringent pollution controls on diesel engines used in industries such as construction, agriculture and mining, and it will slash sulfur content of diesel fuel.
- The nonroad rule is part of EPA's Clean Diesel Program which also includes a suite of voluntary programs that focus on improving the emissions performance and fuel efficiency of existing vehicles and equipment that are not affected by our new diesel rules. These include the Clean School Bus USA Program, the Voluntary Diesel Retrofit Program and SmartWay Transport Partnership which includes EPA's anti-idling Program.
- We all know and agree that idling is wasteful. We can all recite the many reasons to reduce idling: wasted fuel, harmful emissions, increased maintenance, shortened engine life, noise, and avoiding fines - just to name a few.

Over the last few years, there are a variety of factors that have brought the problem of diesel engine idling into even greater focus:

- Just a few years ago in May 2001, The President's National Energy Policy directed EPA and DOT to work with the trucking industry to establish a program to reduce the harmful emissions and fuel consumption from idling trucks. Since that time, we have been working with partners in the federal government, state and local officials, and the trucking and rail industries to put an end to this wasteful practice.
- On April 15<sup>th</sup> of this year, EPA issued new air quality designations for the new 8 hour ozone standard. I have no doubt that the many state and local air quality officials representing the 474 counties in non-attainment will consider idling reductions as part of their plans to reach attainment.
- Beginning this year, DOT's new hours of service regulations will save lives, protect commerce, and safeguard our highways. However, they also bring to our attention the incredible amounts of fuel that is wasted and emissions that are generated from diesel engine idling.

In just a short period of time, we have made some early progress:

- In June of last year, as part of our SmartWay Transport Partnership, EPA initiated our Idle Free Corridors Program - designed to eliminate diesel engine idling along major transportation corridors. In just under one year, there are over 20 locations (truck stops and rail switching yards) that have implemented idling solutions and dozens more are currently in development.
- As a part of our Idle Free Corridors Program, EPA has invested over \$1 million dollars in grants to states and non-profit organizations to deploy all types of idling reduction technologies. These investments are accelerating the introduction of innovative strategies into the marketplace for both trucks and locomotives.
- This January, EPA finalized air quality guidance that allows the emission reductions from truck and locomotive idling reduction projects to be used in State Implementation Plans, conformity determinations (for trucks) and offsets for New Source Review.

We have all helped begin to solve this problem, but, obviously, we have just started to scratch the surface.

- Allow me to throw out a challenge:  
In 10 years we want to eliminate all unnecessary long duration engine idling. We want to make idling a thing of the past **and make** idling the exception, and not the norm. Let's use this conference to begin to rapidly accelerate idling control technologies and strategies into the marketplace. Let's identify the obstacles and concentrate on creative ways to overcome them

- I've participated in many conferences where we've created a groundswell of interest and enthusiasm only to see it dissipate soon after we return to our offices. I hope to avoid that at this conference. We need to keep the level of interest high. This is why we are committed, at the highest levels, to press forward with a proactive agenda.
- Allow me to offer three recommendations as you discuss and deliberate over the next two days:
  - One: Be creative. We all have a traditional approach to we solve problems. The problem of engine idling is a unique environmental problem that fits perfectly with corporate business strategies. There are a variety of innovative approaches that we can take: From innovative financing opportunities, to corporate leadership and recognition, to integrating states and local communities responsible for building infrastructure into the revenue streams associated with certain idling control programs.
  - Two: Focus on Cooperation. To solve the idling problem in a voluntary, cooperative way we will need a variety of strategies at the national, state and local level, as well as corporate based strategies that all complement each other. This will allow us to approach this problem on all fronts.

- And finally. Be a leader. Many of the issues and obstacles we will discuss during this conference in many cases require individual energy to overcome. We will have no chance to prevail without individuals who take responsibility - for local air quality issues and for corporate changes in how fleets are managed, or for innovative national policies
- Finally, I want to thank all those who worked so hard to bring this event together. EPA is proud to be here and we look forward to working with you all.
- Thank you all for attending and please enjoy the conference.