




# 2021 SmartWay Multimodal Carrier Partner Tool: What's New in this Version?

**Version 2.0.20 of the Multimodal Tool contains a number of updates and revisions to the prior version, 2.0.19. These updates have been implemented to enhance the usefulness and clarity of the Tool, and are summarized below:**

-  Miscellaneous text and format updates for clarification.
-  Black carbon emissions estimates are now available in the tool's various reports.
-  For Truck component fleets
  - New NO<sub>x</sub>, PM, and Black Carbon emission factors have been updated for 2021 using the MOVES model, version 2014b.
  - Updated grams per kWh emissions factors for electric trucks based on the 2019 GREET model.
  - Validation ranges for vehicle fuel efficiency (miles per gallon, and miles per kWh for electric trucks) and for reefer fuel use as a percent of total fuel use have been updated for 2020.
  - On the General Information screen, the user now indicates hybrid fuel type (diesel or gasoline) if their fleet operates hybrid trucks. This selection has been moved from the Activity Information screen.
  - On the Activity Information screen, the user is now required to enter fuel used for engine power and fuel used for reefer units separately. Previously these were entered as a single total.
  - Fuel used for reefer units is now entered directly on the Activity Information screen if applicable (moved from the reefer fuel use calculator). There are three entry options for reefer unit fuel use: by truck class, total use for all trucks of the specified fuel, and a default for the percent of total fuel (new).
  - Reefer fuel use has been added to the Activity Information report. The separate Reefer Fuel report is no longer available.
  - The calculation for vehicle efficiency (MPG) is now only based on fuel used for engine power (and no longer includes reefer fuel).
  - Calculations for fleet- and partner-level activity have been updated for some parameters in the Activity Information report:
    - Calculations for total fuel used for engine power now exclude electric trucks. (Electricity used for electric trucks is specified in kWh and cannot be combined with gallons.)
    - Calculations for vehicle efficiency now exclude electric trucks.

- Calculations for % urban/highway driving now exclude electric truck activity.
- Calculations for average idle hours per truck now exclude electric trucks.



#### For Logistics component fleets

- USDOT numbers may now be eight digits (up from a maximum length of seven digits previously); the Composite Fleet Details screen, Truck Fleet Details screen, and Logistics Business Unit Details screen have been updated to accept up to eight digits for the USDOT number.
- Users can now enter payloads as low as 0.001 tons on the Activity screen.
- The Internal Metrics report has been undated to display five decimals for all pollutants.



#### For Barge component fleets

- Added black carbon to the Internal Metrics Report.
- Integrated the new Category 1 and 2 propulsion and auxiliary engine emission and load factors from EPA's new Port Emissions Inventory Guidance.



#### For Air component fleets

- Added black carbon and PM<sub>2.5</sub> in the Emissions Summary Report.
- The Public Disclosure Report now provides an estimate for biogenic CO<sub>2</sub> emissions (assumed to be 0 for jet fuel and aviation gasoline) for consistency with other SmartWay tools.



#### For Rail component fleets

- Added black carbon to the Internal Metrics Report.
- Updated grams per kWh emissions factors for electric fuel use based on the 2019 GREET model.