

## New SmartWay Program Developments UnderWay!

*Cheryl Bynum, SmartWay Program Manager*

Over the past several months EPA SmartWay and its partners have been working on a number of developments that will contribute greatly to the program's success in lowering fuel use and emissions from the freight industry. During the Council of Supply Chain Management Professional's annual global conference, I highlighted a number of steps we are taking to encourage the greening of the transportation link in the supply chain, and I am pleased to share them with you here.

In this article I will discuss three key activities that have been priorities for SmartWay in recent months. First is an ongoing effort to develop our assessment and tracking tools to provide you, our partners, with an improved system for quantification and benchmarking the efficiency of moving goods. The improved system will provide capability for carriers and shippers to assess their carbon footprint.

Next, we remain active in reviewing a wide range of technology and equipment to meet the objectives of our finance and clean diesel programs. In the past year, SmartWay has verified dozens of new low-rolling resistance tire models and aerodynamic equipment. We also are developing, with the Transportation Texas Institute, an enhanced protocol for testing idle reduction systems.

Third, in response to growing international interest in SmartWay, we are assisting with projects in several countries that want to use SmartWay as a template to create comparable freight sustainability initiatives globally.

We are excited about the improvements that are underway with our assessment tools. Currently we are beta testing an upgrade to our "freight logistics and environmental and energy tracking" tool, commonly known as the FLEET tool for carriers. FLEET is a key assessment tool used by SmartWay carriers to evaluate the effectiveness of a select group of technologies and operational practices that can reduce CO<sub>2</sub>, NO<sub>x</sub> and PM emissions from fleet activities. The FLEET tool plays a critical role in helping carriers assess and quantify their emissions and fuel use, enabling carriers to establish goals to improve operating efficiencies.

Thanks to feedback from our partners, we are refining SmartWay's FLEET tool so that it can accept more extensive information on fleet operations and truck body types, allowing our partners to more easily segment and assess the efficiency of different units within their businesses. In addition, we have updated the FLEET tool with more options to assess vehicle activity data, so that users can estimate more detailed emission performance measurements.

We also are moving forward with a new shipper tool that works with the carrier tool, and provides better quantification for shipping and logistics strategies like reduced truck trips and modal choice. Several shipper partners have looked at this new tool; our goal is to distribute it to all of our shipper partners by early next year, for beta testing and feedback.

At the same time, EPA has initiated extensive review of these tools, including a formal Agency peer review. We've started review of the carrier FLEET tool, and once the shipper tool has been beta-tested, a peer review will follow.

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### Welcome New Partners!

Companies and organizations joining SmartWay are now featured on our website on a weekly basis! To find out who is joining the program to help us achieve our environmental and energy goals visit our homepage at: [www.epa.gov/smartway](http://www.epa.gov/smartway).

All current SmartWay Transport partners and affiliates also are listed on the website, along with their fuel efficiency/environmental performance scores for truck carriers, rail carriers and logistics management companies. Information explaining SmartWay's scoring system also is included at the website below:

[www.epa.gov/smartway/transport/partner-list/index.htm](http://www.epa.gov/smartway/transport/partner-list/index.htm)

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## PARTNER SPOTLIGHT

## C.R. England Goes Green!



The largest refrigerated carrier and one of the nation's largest transportation companies, SmartWay Partner, C.R. England, has grown in recent years to become a full service transportation provider, specializing in a range of other services including long-haul truckload, international distribution throughout China & Mexico, short-haul, dedicated contract, intermodal network and logistics management.

C.R. England is family-owned and attributes its success to the time-honored traditions of hard-work, integrity – and especially in the freight business -- on-time, quality delivery and customer support.

"We knew that our goals as a company lined up with those of the partnership when we first heard about SmartWay," said Mitch England, Director of Fuel for C.R. England. "The partnership has been a valuable resource for us. Since joining we've strengthened our commitment to strategies that have improved our environmental performance *and* our bottom line. We encourage anybody involved in the transportation industry to join SmartWay."

A partner since 2005, C.R. England strives to create more efficient, greener transportation in all areas of operations. The company maintains a highly fuel efficient fleet, operates an extensive intermodal network in several major markets, including Los Angeles, Chicago, and the Northeast, and offers a range of third-party logistics services.

In October, C.R. England announced TempStack, a new intermodal network that represents the company's ongoing push to improve its operating efficiencies, lower emissions and cut costs for customers.

TempStack is an innovative temperature-controlled intermodal service that C.R. England developed to expand and diversify the capacity of its trailer-on-flatcar intermodal network. This new service offering will also include ultra lightweight day cabs custom-designed for intermodal application. The company expects a significant reduction in its carbon footprint with the addition of TempStack.

"TempStack is a significant addition to our customer offerings," said Zach England, Vice President of Intermodal for C.R. England. "Moving containers via rail is more cost effective for our customers, increases their shipping capacity, expedites delivery and reduces their carbon footprint. In an environment where truckload capacity is diminished, rail container transport can effectively fill the gap. We are

pleased to take this step and have plans to grow this area of our business in the future."

In addition to its new service offering, C.R. England has focused on several areas to cut down on fuel usage, CO2 emissions and its carbon footprint.

The company regularly upgrades and turns over its fleet, and has invested in over 2000 SmartWay certified tractors. C.R. England also invests efforts into providing more efficient equipment and technology such as aerodynamic kits, driver and load optimization, tire configuration, ambient temperature idle settings, trailer tracking and other strategies.

Continuous driver training is provided in the areas of idle time management, vehicle inspections and maintenance, progressive shifting techniques and more. New driver and ongoing training programs are offered at four, regionally-based driver training schools.

In 2009, C.R. England started performing SAE Type IV testing, where its recent focus has been on weight reduction strategies and low rolling resistance tires (new and retreads), in addition to its ongoing assessment of truck and related product performance.

Thanks to these and other related efforts, C.R. England estimates that during the 2008-2009 year, they saved over 3.3 million gallons of fuel from the previous year.

"We look forward to continuing our partnership with SmartWay and finding more eco-friendly means of transportation," said Dan England, President. "Our efforts to create a better, cleaner means of transportation could not be done without our dedicated drivers and employees."

TempStack is a new temperature-controlled intermodal network recently introduced by C.R. England. The container-on-flatcar (COFC) technology allows the ability to double-stack refrigerated containers on railroad flatcars, creating larger movement of freight by rail. According to C.R. England, on average, loads converted to intermodal can result in a 60 percent carbon footprint reduction. By the first quarter of 2011, C.R. England will expand its fleet to 300 containers.

For more information on C.R. England visit [www.crengland.com](http://www.crengland.com).



## SmartWay Program Developments, *continued from p. 1*

Based on these improvements and the information it will generate on the environmental performance of SmartWay carrier fleets, we anticipate scheduling our next awards program for 2011. Plans for the SmartWay Excellence awards program are underway, and information on next year's program will be available in coming months.

The second area in which we are investing time and resources is in our finance and technology programs. Trucks and equipment purchased with funds from the National Clean Diesel Emission Reduction program, including idle reduction units, aerodynamic technologies, tires, retrofit upgrades, must be reviewed and verified by EPA.

Over the past several years, EPA has evaluated the emissions and fuel-saving benefits of truck equipment and established testing protocols and performance-based metrics for verifying this equipment. Our SmartWay technology group is responsible for reviewing tests and related data from manufacturers requesting equipment verification. As EPA's clean diesel program continues to successfully advance technologies and strategies that can help reduce transportation emissions, we will continue to provide our expertise and technical support (see article p. 4 for information on EPA's 2011 Clean Diesel Program and the Request for Proposals).

The third area of activity is in the international arena. Many countries, non-governmental organizations and trade groups are working to develop freight sustainability initiatives globally. Increasingly, these groups view SmartWay as a model program and they are seeking ways to emulate SmartWay where possible.

For example, the European Union is using our tools and methods in a pilot to demonstrate the feasibility of a SmartWay platform in Europe. We've also been lending some support to the Clean Air Initiative-Asia Center on a World-Bank funded pilot project to retrofit and reduce emissions from trucks operating in the heavily industrialized Guangdong Province. Interest from several other countries has been expressed by many other countries and regions as well, and we are pleased that SmartWay is serving as a catalyst.

As our world continues to move toward a single global market, it is clear that how we manage the environmental impacts of goods movement through the supply chain will have profound implications for our climate, energy security and long term economic growth.

Working with you, our partners, I am confident that SmartWay will continue to provide innovative supply chain solutions that reduce greenhouse gas emissions, and help you to develop seamless, comprehensive green logistics across your global supply chains. Thank you, as always for your support and enthusiasm.

### **EPA SmartWay & Partners Review Carbon Data Accounting Tools**

EPA SmartWay and its partners participated in a one-day workshop on October 13. Our focus was on establishing a common understanding of freight carbon accounting data, calculation tools and assessment methodologies. Participants also discussed the potential to collaborate on harmonizing or standardizing these tools, methods, and data. Findings from the workshop will be used to inform the development of SmartWay's freight logistics environmental and energy performance tracking (FLEET) system.

## Updated SmartWay Deliverables Key to Our Success!

Partners in good standing appreciate knowing that their effort and commitment are critical to the integrity and value of the SmartWay program. Your work and the data that is submitted to show the actions your organization is taking to assess, track and document the efficiency of your fleet and transportation operations are essential to demonstrating the progress we are making.

Partners that do not submit their records reflect badly on the partnership as a whole. We thank all our partners that are current with their data submittals, and ask those who aren't, to submit your data as soon as possible. As a reminder, partners that do not remain current and submit updated data cannot continue to participate in the program.

Again, thank you for your efforts -- the improvements you are making to improve operating efficiencies, reduce emissions and lower fuel use reflect well on SmartWay and the entire freight and shipping industry!

## TECH TIDBITS

# EPA National Clean Diesel Campaign, SmartWay Finance & Emerging Technologies Programs Accepting 2011 Grant Applications

EPA's SmartWay Finance Program and National Clean Diesel Campaign recently announced requests for proposals for grants to establish financial programs, such as low cost leasing or revolving loan programs, to achieve significant reductions in diesel emissions throughout the United States. EPA's National Clean Diesel Campaign and Emerging Technologies Program also are currently soliciting applications for funding assistance for emissions reduction programs.

The primary goal of these grant opportunities is to fund projects that achieve significant reductions in diesel emissions in terms of tons of pollution produced and diesel emissions exposure, particularly in areas designated by the EPA Administrator as poor air quality areas. The programs are national in scope and share similar goals.

For example, diesel vehicles, engines, and equipment eligible for funding under all three programs may include buses, medium-duty or heavy-duty trucks, marine engines, locomotives and non-road engines, equipment of vehicles used in construction, handling of cargo (including port or airport), agriculture, mining or energy production (including stationary generators and pumps).

Likewise, entities eligible to apply for funding include regional, State, local or tribal agencies (or intertribal consortia), or port authorities with jurisdiction over transportation or air quality, and nonprofit organizations or institutions that a) represent or provide pollution reduction or educational services to owners or operators of diesel fleets, or b) have, as their primary purpose, the promotion of transportation or air quality. Private companies that wish to participate in the program will need to partner with one of these entities.

However, under each of the programs, there are differences in the approach or mechanism used to fund projects that are eligible for funding, and in the application deadlines, and funding levels available.

## SmartWay Finance Program 2011

EPA's SmartWay Program and National Clean Diesel Campaign estimate that approximately \$6 million in funding will be available for projects to reduce diesel emissions through the creation of national, tribal, regional, state or local finance programs. Finance programs include, but are not limited to, those that provide the loan recipient a specific financial incentive (i.e., longer terms or lower rates) to purchase or lease eligible retrofitted vehicles or equipment. Proposed finance programs should maximize the total project funds available for financing eligible diesel emission reduction solutions and be sustainable to maintain the program.

The Request for Proposals (RFP) contains more detail and is available on the National Clean Diesel Campaign website at [www.epa.gov/cleandiesel/grantfund.htm](http://www.epa.gov/cleandiesel/grantfund.htm). The deadline for submitting a proposal is February 10, 2011. EPA plans to award grants resulting from this competition in May 2011.

## National Clean Diesel Funding Assistance Program FY2011

Under EPA's National Clean Diesel Funding Assistance Program approximately \$32 million in funding is available to reduce emissions from existing diesel engines through a variety of strategies. Eligible diesel emission reduction solutions include verified emission control technologies such as retrofit devices, cleaner fuels, and engine upgrades, verified idle reduction

## Great SmartWay Rebate Program Extended to May 2011!

A rebate program aimed at helping independent owner-operators and small fleets upgrade their trucks with equipment to reduce emissions and save fuel (idle reduction, low rolling resistance tires, aerodynamics) has been extended to May 31, 2011. The program is administered by Cascade Sierra Solutions (CSS) and was first launched in 2009. CSS established the program under an award it received through Recovery Act/Clean Diesel funding.

Owners of heavy-duty diesel trucks physically based and located in one of the New England states, including Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island or Vermont qualify for the program. Rebate amounts from \$100 to \$1,000 per equipment item and multiple items per truck are allowed. For more information and a list of the eligible items that can be purchased through the rebate program visit:

- [www.csswebform.org/WebForm/RebateIntro.aspx](http://www.csswebform.org/WebForm/RebateIntro.aspx)

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## TECH TIDBITS

### EPA Clean Diesel/SmartWay Programs Accepting 2011 Grant Applications, continued from p. 4

technologies, verified aerodynamic technologies and low rolling resistance tires, certified engine repowers, and/or vehicle or equipment replacement.

The Request for Proposals (RFP) contains more detail and is available on the National Clean Diesel Campaign website at [www.epa.gov/cleandiesel/grantfund.htm](http://www.epa.gov/cleandiesel/grantfund.htm). The RFP closes on January 13, 2011. EPA plans to award grants resulting from this competition in May 2011.

### Clean Diesel Emerging Technologies Funding Assistance Program FY2011

Under EPA's Clean Diesel Emerging Technologies Funding Assistance Program approximately \$4 million is available to advance new, cutting edge technologies that reduce diesel emissions from existing fleets. Under this competitive grant program, EPA will provide funding assistance for the deployment of diesel emission reduction technologies which have not yet been verified or certified by EPA or the California Air Resources Board (CARB). To qualify as an emerging technology the manufacturer of the technology must be in the initial stages of the verification process with EPA or CARB and listed on EPA's Emerging Technology List ([www.epa.gov/otaq/diesel/prgemerglist.htm](http://www.epa.gov/otaq/diesel/prgemerglist.htm)).

Manufacturers of emerging technologies that wish to participate in the program will have to establish partnerships with qualifying public/non-profit entities. For example, a technology manufacturer could partner with a local government agency to retrofit a public fleet with pollution control equipment, if that equipment is on EPA's current emerging technologies list.

The Request for Proposals (RFP) contains more detail and is available on the National Clean Diesel Campaign website at [www.epa.gov/cleandiesel/grantfund.htm](http://www.epa.gov/cleandiesel/grantfund.htm). The RFP closes on January 27, 2011. EPA plans to award grants resulting from this competition in May 2011.

### CleanDiesel10: Recognizing Progress and Charting A Plan to Continue Reducing Diesel Emissions in the Future

A diverse group of top-level federal government, state and local government decision-makers, engine manufacturers, emission technology vendors, and educational, health, and environmental leaders joined EPA, at the Clean Diesel 10 Conference, October 19-20, in Washington, DC. The group met to discuss the significant progress that has made in the past 10 years to improve air quality through new clean diesel technologies -- and to discuss goals and direction for the future. EPA's National Clean Diesel Campaign (NCDC) and the overall success in reducing diesel emissions through the application of a wide range of EPA and CARB verified diesel emission reduction technologies and strategies, were the primary focus of the conference.

Several EPA SmartWay partners participated in the conference to express their support for NCDC and to discuss the strategies they have developed and implemented to lower emissions from their transportation operations. SmartWay partners that gave presentations at the CleanDiesel 10 conference included representatives from Lowe's, Genesee & Wyoming, BNSF, and CSX. SmartWay affiliate Cascade Sierra Solutions, also gave a presentation summarizing its work with both NCDC and SmartWay to identify, promote and finance technologies that save fuel and reduce pollution from the legacy fleet of trucks and other equipment.

Notably, Glenn Kedzie, an executive with the American Trucking Associations (ATA), was recognized during the conference by EPA for his extraordinary leadership, exemplary effort and early support for NCDC's Retrofit Program. In addition to ATA's involvement with NCDC, the organization is a SmartWay affiliate, and has been instrumental in encouraging its membership to work cooperatively with EPA, and other federal, state and local agencies to find solutions and invest in technologies that will reduce diesel emissions. More information on the conference, including presentations and other materials is available at [www.cleandiesel10.com](http://www.cleandiesel10.com).

## TECH TIDBITS

# DCLI Neutral Chassis Model Now Operational in Continental US

Direct ChassisLink (DCLI), the company set up by Maersk Equipment Service Company (MESC) in 2009 to provide chassis interchange services at port locations throughout the U.S., has expanded its program to the US West Coast. As of October 4, the company's chassis model has been extended to the entire continental United States. MESC established DCLI to create a neutral chassis model for drayage operators, terminal operators and customers with a goal to provide greater operational efficiencies, improved transport safety and a reduced environmental footprint.

The EPA's SmartWay Transport Partnership includes the use of common chassis as a strategy to reduce the environmental impact of drayage. This practice can help minimize unnecessary truck movements, port congestion, gate turn-time, and the idling associated with switching chassis in port facilities. As a result, trucking companies that participate and interchange chassis from a neutral provider can lower emissions, and save fuel, time and money.

"Drayage trucks using pooled chassis can save up to 0.8 gallons per trip, reducing carbon dioxide, nitrogen oxide, and particulate matter emissions," said Lee Kindberg, Maersk Line's Director of Environment and Sustainability. "This approach is more sustainable for the environment and will directly benefit the communities in which we work and live."

DCLI's chassis model has been successful since they first became available in the Northeast, out of New York-New Jersey port locations. In addition to its recent expansion to the West Coast, DCLI now provides neutral chassis to the trade in the 48 contiguous states.

"Approximately 3000 truckers are participating with 71,000 chassis available for interchange on a daily basis," said Robert Roselli, Director of DCLI. "Our chassis are 100 percent compatible with any ocean carrier's containers, helping to promote more efficient operations and translating into fewer trips to pick up and drop off chassis, less searching for good order chassis and less delay. Drivers find that less time swapping chassis translates into more time for servicing their customers and reduced fuel costs, providing them with immediate benefits."

"There is less wear and tear on the equipment when chassis are connected and disconnected from trucks constantly. Safety benefits are realized from fewer connections, less congestion due to fewer quantities of chassis on terminals and reduced congestion resulting in better traffic flow," said Bill Williams, Maersk Line Vice President of Health, Safety & Environment.

The DCLI neutral chassis model was recently recognized by the Intermodal Association of North America (IANA) with the Intermodal Achievement award during IANA's 2010 Intermodal Expo, November 15 -17. The IANA Awards Committee recognized DCLI for its chassis program, which it notes has provided drayage companies vehicles safer, more efficient movement through terminals, which saves significant time while also reducing diesel emissions.



For more information on DCLI, visit

[www.chassislink.com](http://www.chassislink.com).

For general information on the benefits of common chassis pools for drayage and other strategies visit SmartWay's website at:

[www.epa.gov/smartway/transport/partner-resources/resources-publications.htm#fleets](http://www.epa.gov/smartway/transport/partner-resources/resources-publications.htm#fleets)

Direct ChassisLink (DCLI), the company set up by Maersk Equipment Service Company (MESC) in 2009 to provide chassis interchange services now provides neutral chassis to the trade in the 48 contiguous states.



# The Buzz about SmartWay Transport Partnership

Visit the links below to view news articles featuring SmartWay Transport Partnership during the months of November and December.

## SmartWay Partnership

### Green Business Certifications: What You Need to Know

EnvironmentalLeader.com

<http://www.environmentalleader.com/2010/11/17/green-business-certifications-what-you-need-to-know/>

### ATA applauds Obama Administration for Supporting More Productive Trucks

Modern Bulk Transporter

<http://www.bulktransporter.com/regulations/ata-applauds-obama-admin-1103/>

### National Fuel Efficiency Standards at EPA Supported by Trucking Associations Voice

NewsTicker88.com

<http://www.newsticker88.com/national-fuel-efficiency-standards-at-epa-supported-by-trucking-associations-voice/1467/>

### Fuel Economy, Emissions Proposal Ready for Comment

Advertiser Talk. September 9, 2010.

[http://www.truckinginfo.com/news/news-detail.asp?news\\_id=72310&news\\_category\\_id=3](http://www.truckinginfo.com/news/news-detail.asp?news_id=72310&news_category_id=3)

## SmartWay Partners

### National Share the Road Safety Program Heads to Indiana to Teach Young Drivers Safe Driving Techniques

digitaljournal.com

<http://www.digitaljournal.com/pr/173416>

### Air Products Sets Goal to Cut GHG Emissions

EnvironmentalLeader.com

<http://www.environmentalleader.com/2010/11/12/air-products-sets-goal-to-cut-ghg-emissions/>

### SCO Logistics Joins U.S. EPA SmartWay (SM) Transport Partnership

Logisticsweek.com

<http://logisticsweek.com/news/2010/11/sco-logistics-joins-u-s-epa-smartwaysm-transport-partnership/>

## SmartWay Verified Technologies

### GT Truck Tires Verified by EPA SmartWay

Fleet Owner

<http://www.fleetowner.com/green/archive/first-gt-radial-long-haul-tires-smartway-1202/>

ModernTireDealer.com 11/18/2010

<http://www.moderntiredealer.com/News/Story/2010/11/GT-Radial-tires-join-SmartWay-list.aspx>

overdriveonline.com

<http://www.overdriveonline.com/gt-tires-get-smartway-approval/>

Tire Review

[http://www.tirereview.com/Article/81777/first\\_gt\\_radial\\_long\\_haul\\_tires\\_receive\\_smartway\\_verification.aspx](http://www.tirereview.com/Article/81777/first_gt_radial_long_haul_tires_receive_smartway_verification.aspx)

Tyrepress.com

<http://www.tyrepress.com/News/1/19/21247.html>



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## SmartWay Verified Technologies, continued

### Falken Truck Tires Verified by EPA SmartWay

SidexSideIndustryNews.com

<http://sxsnews.com/index.php/2010/11/falken-tire-debuts-three-new-products-for-variety-of-applications/>

WhoWon.com

<http://www.whowon.com/sResults.asp?SanctionID=689&StoryID=299962>

ModernTireDealer.com

<http://www.moderntiredealer.com/News/Story/2010/11/SEMA-Show-Day-Three-Falken-adds-to-UHP-and-truck-tire-lineups.aspx>

Modern TireDealer.com

<http://www.moderntiredealer.com/News/Story/2010/11/More-on-Falken-s-new-medium-truck-tires.aspx>

### Cooper Truck Tires Verified by EPA SmartWay

ModernTireDealer.com

<http://www.moderntiredealer.com/News/Story/2010/11/Cooper-truck-tire-makes-SmartWay-list.aspx>

CyprusCarTrade.com

<http://www.cypruscartrade.com/roadmaster-rm180-now-verified-by-smartway>

Tyrepress.com

<http://www.tyrepress.com/News/1/19/21140.html>

### Continental Truck Tires Verified by EPA SmartWay

ModernTireDealer.com

<http://www.moderntiredealer.com/News/Story/2010/11/Continental-rolls-out-tire-for-regional-buses.aspx>

TireReview.com

[http://www.tirereview.com/Article/81849/continental\\_rolls\\_out\\_american\\_bus\\_and\\_rv\\_tire.aspx](http://www.tirereview.com/Article/81849/continental_rolls_out_american_bus_and_rv_tire.aspx)

## SmartWay Tractor & Trailer

### Peterbilt plant earns clean air award for environmental efforts

TheTrucker.com

<http://www.thetrucker.com/News/Stories/2010/11/12/Peterbiltplantearnscleanairawardforenvironmentalefforts.aspx>