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## **ADEQ Announces Construction of Nearly 100 Units in Cochise County for Anti-Idling Truck Electrification Project**

PHOENIX – (Aug. 9, 2010) – Arizona Department of Environmental Quality officials announced today that two installation sites in Cochise County along Interstate 10 have been agreed upon for electric hookups for long-haul diesel trucks in an anti-idling truck project designed to reduce engine emissions along southern Arizona highways.

A minimum of 60 units will be installed at the Gas City truck stop, located at the intersection of State Highway 90 and I-10, in Benson. Thirty more units also will be installed at Sun Mart truck stop, located at Exit 378 on I-10, in the community of San Simon, 12 miles west of Arizona's border with New Mexico.

Each of the parking spaces will include cooling and heating units for the long-haul rigs. Groundbreaking on the two projects is expected in mid-September and the units are expected to be in operation by mid-October.

“This is a major surge for greener truck stops that will pick up speed throughout the state,” said ADEQ Director Benjamin H. Grumbles. “With technology and innovation, we can say no to wasteful idling and yes to clean air and energy conservation.”

A total of \$1.7 million in contracts, from American Recovery and Reinvestment Act funding through the U.S. Environmental Protection Agency, have been awarded to Shorepower Technologies to install up to 100 parking spaces.

The project, which will encourage truck drivers to turn their engines off for extended periods while they sleep or relax, is expected to make a significant contribution toward reducing emissions in Arizona's border counties. Cochise, Santa Cruz and Yuma counties have areas that are in non-attainment for exceeding the health standards for particulate matter (10 microns and smaller or PM10). In addition, Santa Cruz County has an area that is in non-attainment for both PM10 and fine particulate matter pollution, also called PM2.5.

ADEQ will work in conjunction with the Arizona Department of Transportation, SouthEastern Arizona Governments Organization (SEAGO), other local governmental entities, and Shorepower to implement the project.

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U.S. Department of Transportation regulations require long-haul truck drivers to rest for at least 10 hours for every 14 hours of driving. To rest, drivers typically park in a truck stop or rest area, leave the engine running, and climb back into their sleeping area to rest for several hours. They idle their engines mostly for heating or air conditioning and also to operate on-board electrical appliances such as televisions, refrigerators, or laptops.

The electrical hookups will allow truck drivers to air condition or heat their cabs and cargo units much like hookups for mobile homes at RV parks. As a result, drivers will not need to keep their engines on to operate their vital systems.

The cost of electricity is projected to be less than half of what it would cost to power the systems by leaving the diesel engines running. Payment for the electricity will be made at on-site kiosks which will accept credit cards. The cost savings are expected to be enticing to truck drivers who normally rest or sleep at rest stops while their trucks idle and emit air pollution for many hours at a time.

Studies have shown that a typical long-haul tractor-trailer idles about 1,830 hours per year. Nationwide, this practice annually consumes 838 million gallons of diesel fuel and emits 11 million tons of carbon dioxide, 180,000 tons of nitrogen oxide and 5,000 tons of particulate matter, according to the U.S. Department of Energy. The cost of electricity is projected to be less than half of what it would cost to power the systems by leaving the diesel engines running. Payment for the electricity will be made at on-site kiosks which will accept credit cards. It is hoped that the cost savings will be enticing to truck drivers who normally rest or sleep at rest stops while their trucks idle and emit air pollution for many hours at a time.

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