

Annotated Version of House Bill 2186, Section 1 Truck Efficiency and Reduced Idling



State of Oregon
Department of
Environmental
Quality

House Bill (HB) 2186 is a statute passed by the 2009 Oregon legislature, authorizing several greenhouse gas reduction strategies. Section 1 of the bill directs the Department of Environmental Quality to study potential requirements to reduce aerodynamic drag in trucks and unnecessary idling by commercial vehicles.

Below is section 1 of the Bill. The full text of HB 2186 is available at the Oregon Legislative Website. Copies of enrolled bills are those that have passed both houses and have been signed by the Governor. <http://www.leg.state.or.us/09reg/measpdf/hb2100.dir/hb2186.en.pdf>

SECTION 1

Definitions

(1) As used in this section:

- (a) “Greenhouse gas” has the meaning given that term in ORS 468A.210.
- (b) “Heavy-duty truck” has the meaning given that term in ORS 468A.795.
- (c) “Medium-duty truck” has the meaning given that term in ORS 468A.795.
- (d) “Return on investment” means:
 - (A) A net monthly savings gained through fuel efficiency that is equal to or greater than the net monthly payment obligation under a financing instrument; or
 - (B) The owners or operators initial capital costs, if self-funded, to comply with any potential requirements under this section are recouped in fuel savings within three years of the owners or operators expenditure of the initial capital costs.

Directive to study potential requirements to reduce aerodynamic drag in trucks

(2) (a) The Department of Environmental Quality shall conduct a study of potential requirements regarding the maintenance or retrofitting of medium-duty trucks and heavy-duty trucks in order to reduce aerodynamic drag and otherwise reduce greenhouse gas emissions from those trucks.

In conducting the study, the department shall evaluate:

Provision to consider requirements of other states and EPA

(A) Comparable requirements of other states or the United States Environmental Protection Agency;

Financing programs

(B) The availability of financing programs to fund initial capital costs that are recouped in fuel savings over time;

Different truck types

(C) Differences among truck types, such as short-haul trucks and long-haul trucks;

Phase-in schedule

- (D) Implementation according to a phased-in schedule taking into account fleet size;
- (E) The feasibility of requiring sellers of medium-duty trucks and heavy-duty trucks to disclose to buyers the existence of applicable greenhouse gas emissions reduction requirements; and

Economic Hardship exemptions and deferrals

- (F) The feasibility of providing economic hardship exemptions and deferrals for owners and operators of trucks, after considering the ability of owners and operators of trucks to attain a return on investment within the time period specified in any financing instrument available to fund initial capital costs associated with any potential requirements.

Directive to study potential restrictions on unnecessary idling by commercial vehicles

- (b) As part of the study under this section, the department shall also study potential restrictions on engine use by parked commercial vehicles, including but not limited to medium-duty trucks and heavy-duty trucks.

Requirement to consult with stakeholders

- (3) In conducting the study under this section, the department shall consult with relevant stakeholders.

Requirements for DEQ reporting to the Oregon Legislature

- (4) The department shall submit a report of its study, and shall include recommendations for legislation, to the interim legislative committees on environment and natural resources on or before October 1, 2010.