



Connecticut Department of  
**ENERGY &  
ENVIRONMENTAL  
PROTECTION**

**STATE OF CONNECTICUT  
DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION**

Public Hearing – February 24, 2016  
Environment Committee

Testimony Submitted by Commissioner Robert J. Klee  
Presented By Deputy Commissioner Michael J. Sullivan

**House Bill No. 5318 (Raised) – AN ACT CONCERNING IDLING IN EXCESS OF THREE MINUTES BY CERTAIN TRUCKS AND BUSES**

Thank you for the opportunity to present testimony regarding **House Bill No. 5318 – AN ACT CONCERNING IDLING IN EXCESS OF THREE MINUTES BY CERTAIN TRUCKS AND BUSES**. The Department of Energy and Environmental Protection (DEEP) welcomes the opportunity to offer the following testimony.

We appreciate the Committee's willingness to raise this bill at the request of the DEEP. This proposal makes changes to section 54-33m and 51-164m of the General Statutes to allow for infraction authority for the State's three minute idling law to enhance enforcement by state and local police, and improve public health in the state by reducing exposure to unnecessary air pollution. Limiting the idling of motor vehicles through infraction authority will ensure comprehensive compliance with anti-idling laws, a step Massachusetts, New Jersey and New York City have taken.

Unnecessary idling is a waste of fuel and energy. The United States Environmental Protection Agency (EPA) estimates that a typical long-haul tractor-trailer idles approximately 2,400 hours annually, primarily while providing drivers with heat, air conditioning or electricity as they are resting. Advancements in truck technology, including on board auxiliary power units, have removed the need for trucks to idle while drivers rest. That idling wastes 1,440 gallons of fuel and produces 16 tons of the greenhouse gas, carbon dioxide (CO<sub>2</sub>) per truck, each year. In addition to producing greenhouse gases, idling vehicles create fine particulates and ozone precursors, both of which are associated with heart and respiratory conditions including asthma and bronchitis. Diesel exhaust also contains black carbon, tiny soot particles linked to adverse health and environmental impacts through decades of scientific research and one of the major short-lived contributors to climate change.

The General Assembly has rightfully recognized the benefits of restricting school bus idling in section 14-277(b) of the General Statutes but the public health risks associated with diesel particulate emissions, combined with greenhouse gas reduction goals, necessitates broader action to reduce excessive idling

by all trucks and buses. As DEEP's ability to implement existing idling limits is limited by resources, providing enhanced enforcement, pursued as infractions with nominal fines, could improve compliance, reduce emissions and protect public health.

Improving anti-idling compliance also provides Connecticut businesses economic benefits and helps Connecticut meet our energy goals. Conserving fuel that would otherwise be idled away and reducing engine wear saves money while also reducing our reliance on foreign oil. In summary, DEEP strongly supports **House Bill No. 5318 – AN ACT CONCERNING IDLING IN EXCESS OF THREE MINUTES BY CERTAIN TRUCKS AND BUSES** and believes this proposal provides a cost-effective and efficient approach to improving air quality and immediately reducing the exposure of Connecticut residents to the potential health impacts of diesel exhaust. DEEP welcomes the opportunity to work with the committee on further refinements as needed.

Thank you for the opportunity to present testimony on this proposal. If you should require any additional information, please contact Robert LaFrance, DEEP's Director of Governmental Affairs, at 860.424.3401 or [Robert.LaFrance@ct.gov](mailto:Robert.LaFrance@ct.gov) or, Elizabeth McAuliffe, DEEP Legislative Liaison, at 860.424.3458 or [Elizabeth.McAuliffe@ct.gov](mailto:Elizabeth.McAuliffe@ct.gov) .