

# Idling Reduction Rule Johnson and Wyandotte Counties in Kansas

This [rule](#), K.A.R. 28-19-712, became effective on June 25, 2010. The idling rule implements a contingency measure in the [Kansas State Implementation Plan](#) to reduce air pollutant levels in the Kansas City metropolitan area. This page provides information on the Idling Reduction Rule, rule exceptions and compliance, [trainings and workshops](#) and [Kansas Clean Diesel Program](#) grant opportunities for idling reduction technologies.



## What led up to this rule?

Air pollution comes from many different sources such as factories, power plants, dry cleaners, cars, buses, trucks and even windblown dust and prescribed fires. Air pollution can be harmful to human health. Under the Clean Air Act, the Environmental Protection Agency (EPA) sets health-based limits on how much of a pollutant is allowed in the air anywhere in the United States.

KDHE monitors for certain air pollutants in Kansas. Air quality has improved over the last 20 years; however, new studies indicate that certain pollutants like ground-level ozone affect people at lower levels than indicated by the current levels set by EPA in 2009. Exceeding the levels triggers regulatory actions in the Kansas City area including controlling emissions from the three largest sources of nitrogen oxides and the Idling Reduction Rule. An idling reduction limit is also in effect for Clay, Platte and Jackson Counties in Missouri. This [Kansas City, Missouri metropolitan area idling limit](#) is similar but not identical to the one in Kansas.

## To whom does it apply?

The Idling Reduction Rule applies to owners and operators of heavy-duty diesel vehicles and load/unload locations for freight in Johnson and Wyandotte counties in Kansas. Commercial, institutional, or public diesel-powered vehicles designed for operation on a public street or highway with a gross vehicle weight of more than 14,001 pounds are subject.

## What are the time limits?

The official rule can be found in the [Kansas Air Quality Regulations](#) document in section 28-19-712. Following are two points of key interest to those subject to the rule.

- No vehicle owner or operator shall idle for more than five minutes in any 60-minute period
- No owner or operator of a load/unload location for freight shall cause any commercial, heavy-duty diesel vehicle to idle for more than 30-minutes in any 60-minute period while waiting to load or unload

## Are there exceptions?

Yes. For a full list of exemptions please refer to the [Kansas Air Quality Regulations](#) document. The following points cover most situations.

- While stopped due to road traffic or signals or at the direction of a law enforcement officer.
- While operating heaters, defrosters, air conditioners, safety lights, or other equipment for safety or health reasons.
- During state or federal inspection to verify all equipment is working properly.
- During mechanical difficulties which the driver cannot control.
- During emergency situations for emergency, military, utility or law enforcement vehicle.
- During government-mandated rest periods where the occupied vehicle with a sleeper berth idles for the purpose of operating the air conditioner or heater.



Emergency vehicles are exempt during emergency situations.

## Compliance

KDHE chose to emphasize outreach, instead of enforcement with penalties, in regards to the idling regulations. Our intention is to use compliance assistance and public education as the primary implementation tools. Warnings or violation notices would likely occur only in cases of egregious violations or multiple failed attempts to achieve compliance.

The statutory authority for penalties is contained in the [Kansas Air Quality Statutes](#) at K.S.A. 65-3018, and other enforcement authorities can be found in K.S.A. 65-3005 and 65-3011. If an enforcement action is necessary, KDHE's consent and involvement would be required. Only the most serious, ongoing and egregious violations would be considered for enforcement. KDHE intends to implement these regulations as smoothly as possible, avoiding enforcement actions and/or penalties.

## Idle Reduction Alternatives

There are alternatives to idling, whether observance of an idling limit is regulated as it is in Johnson and Wyandotte Counties or voluntary. People are more apt to comply with a regulation if first; they are aware there is a rule and second, understand why the regulation is needed. The Kansas Department of Health and Environment offers [trainings and workshops](#) for owners/operators of diesel fleets in an effort to relay the information as well as communicate with the industry about what would increase compliance with the idling rule. When simply shutting down an engine is not option beyond what is exempted by the rule there are idling reduction technologies that save operating costs and allow the operator to remain in compliance of the rule. The [Kansas Clean Diesel Program](#) offers grant and partnership opportunities to offset the costs associated with certain idling reduction technologies.



A number of technologies are currently available to help companies and drivers reduce diesel engine idling:

- **Automatic engine shut down/start up**

An automatic engine shut down/start up system controls the engine start and stop based on a set time period or ambient temperature, and other parameters (e.g., battery charge). For trucks, these devices are available from some of the engine manufacturers. Estimated costs: \$900 - \$1,200.

- **Direct Fired Heater**

These are small, lightweight diesel units available both as coolant heaters and as air heaters. Using the same fuel supply as the vehicle, they can be used to eliminate warm-up idling or to heat the truck cab and/or sleeper cab while stationary. However, since they do not provide air conditioning, they are a partial seasonal solution. Estimated costs: \$900 - \$3,000. Estimated 6 percent fuel savings assuming 1,200 hours idling per year.



Long haul truck with an APU

- **Auxiliary Power Units (APU)/Generator Sets**

Small diesel powered generator (5 to 10 horsepower) mounted on the truck to provide air conditioning, heat, and electrical power to run appliances. Estimated costs: \$6,000 - \$8,000. Estimated 10 percent fuel savings assuming 2,400 hours idling per year.

## Other tools and resources

Idling reduction technologies can pay for themselves through fuel savings. The [SmartWay Technology Package Savings Calculator](#) is designed to help truck owners compare the costs and estimate the fuel savings associated with various efficiency technologies.

The U.S. EPA's [National Clean Diesel Campaign](#) awards grant monies to assist eligible partners in building diesel emission reduction programs across the country that improve air quality and protect public health.