



Special points of interest:

- Green Energy Myths
- Eco Driving
- Canada-U.S. Trade
- Emission Standards
- I-81 Coalition
- Congestion Tracking

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Green Energy Myths

1. Solar and wind power are the greenest of them all.

Unfortunately, solar and wind technologies require huge amounts of land to deliver relatively small amounts of energy, disrupting natural habitats. Even an aging natural gas well producing 60,000 cubic feet per day generates more than 20 times the watts per square meter of a wind turbine. A nuclear power plant cranks out about 56 watts per square meter, eight times as much as is derived from solar photovoltaic installations. The real estate that wind and solar energy demand led the Nature Conservancy to issue a report last year critical of energy sprawl, including tens of thousands of miles of high-voltage transmission lines needed to carry electricity from wind and solar installations to distant cities.

2. Going green will reduce our dependence on imports from unsavory regimes.

In the new green economy, batteries are not included. Neither are many of the "rare earth" elements that are essential ingredients in most alternative energy technologies. Instead of relying on the diversity of the global oil market – about 20 countries each produce at least 1 million barrels of crude per day – the United States will be increasingly reliant on just one supplier, China, for elements known as lanthanides. Lanthanum, neodymium, dysprosium and other rare earth elements are used in products from high-capacity batteries and hybrid-electric vehicles to wind turbines and oil refinery catalysts.

China controls between 95 and 100 percent of the global market in these elements. And the Chinese government is reducing its exports of lanthanides to en-

sure an adequate supply for its domestic manufacturers. Politicians love to demonize oil-exporting countries such as Saudi Arabia and Iran, but adopting the technologies needed to drastically cut U.S. oil consumption will dramatically increase America's dependence on China

3. The United States lags behind other rich countries in going green.

Over the past three decades, the United States has improved its energy efficiency as much as or more than other developed countries. According to data from the Energy Information Administration, average per capita energy consumption in the United States fell by 2.5 percent from 1980 through 2006. That reduction was greater than in any other developed country except Switzerland and Denmark, and the United States achieved it without participating in the Kyoto Protocol or creating an emissions trading system like the one employed in Europe. EIA data also show that the United States has been among the best at reducing the amount of carbon dioxide emitted per \$1 of GDP and the amount of energy consumed per \$1 of GDP.

America's move toward a more service-based economy that is less dependent on heavy industry and manufacturing is driving this improvement. In addition, the proliferation of computer chips in everything from automobiles to programmable thermostats is wringing more useful work out of each unit of energy consumed. The United States will continue going green by simply allowing engineers and entrepreneurs to do what they do best: make products that are faster, cheaper and more efficient than the ones they made the year before.

Courtesy: The Washington Post

Eco Driving Practices

Subtle changes in driving habits can produce significant benefits, such as saving money at the gas pump and reducing CO2 emissions. Here are some best practices for green driving:



“Gentle acceleration and braking can save more than \$1 per gallon.”

Rapid starts and stops, often called "jack rabbit" starts and stops, use fuel and costs money at the gas pump. Gentle acceleration and braking can save more than \$1 per gallon.

Slow-and-go is always better than stop-and-go, and not just to reduce traffic congestion woes. Maintaining a constant speed in your commute increases fuel economy, because it takes much more energy to move a stopped vehicle than to keep a vehicle moving. In fact, it can take 20 percent more fuel to accelerate from a full stop than from 5 miles per hour.

Traffic lights are often synchronized so that a motorist driving at a specific speed will pass through a series of green lights without stopping. Driving more quickly means you arrive sooner at a light and need to stop. Engineers optimize the traffic light timing to reduce congestion and improve traffic flow. A steady speed often can help drivers avoid red lights, therefore keeping the car moving more efficiently.

Highway driving that exceeds 60 miles per hour uses more fuel. According to the U.S. EPA, every 5 miles over the 60 mph level is equivalent to paying 20 extra cents per gallon for gas. Observing the speed limit and not exceeding 60 mph (where legally allowed) can improve mileage by 7-23%.

During highway driving, cruise control helps maintain a steady speed. According to a test conducted by Edmunds.com, cruise control can provide a 7% average fuel savings, compared to driving without the device operating.

Curbside idling uses fuel, but because the car is going nowhere, it translates into 0 mpg. An automobile may burn more than half a gallon of fuel for every hour spent idling. Unless you are simply dropping off or picking up someone, make it a habit to turn your engine off when waiting at the curb even if it's just for a short period.

Computers make our lives easier in many ways, including reducing fuel use. By purchasing an "E-Z" pass for a toll road or bridge, a driver avoids stopping and starting the vehicle and idling in lines. Special lanes allow drivers to maintain a cruising speed through the toll. This saves time and money at the pump.

US Trade with Canada

Trade between the United States and Canada is huge and growing. Total trade between the two countries was worth \$676 billion in 2008 — more than one million dollars a minute.

Canada is the biggest export market for U.S. products. Moreover, Canada ranked Number 1 in 34 states as the leading export market for goods in 2008, and Number 2 in 11 others.

Trade creates jobs in the U.S. More than 8 million U.S. jobs depend on trade with

Canada. That's 4.4% of total U.S. employment — 1 in 23 American jobs depends on free and open trade with Canada.

Services account for the biggest share of jobs related to trade between the US and Canada. These include high-wage occupations such as finance, insurance, legal, managerial, advertising and other professional services.

Seamless borders are a prerequisite for our mutual prosperity. We create jobs together.



New Truck Emission Standards

The biggest fuel users on the road will need better aerodynamics and more energy efficiency under regulations to be developed this year in Canada and the United States.

These will be the “new emission standards for the heavy trucks that are such a crucial part of our export-driven economy,” Environment Minister Jim Prentice said recently in an announcement timed to coincide with a similar statement by U.S. President Barack Obama in Washington.

“Just like passenger vehicles, manufacturers of heavy-duty trucks operate in an integrated North American market – so a closely harmonized approach makes sense for them,” Mr. Prentice said.

The new fuel-efficiency standards will apply to full-sized pickup trucks, delivery vehicles, buses, freight vehicles, garbage trucks, dump trucks and tractor trailers. They will be implemented between the 2014 and 2018 model years.

Although, pound for pound, heavy trucks are more fuel efficient than passenger cars, their emissions increased more rapidly than emissions from any other source between 1990 and 2007. They are the source of 6 per cent of Canada’s total greenhouse-gas output.

I-81 Coalition Hosts Conference

A workshop on traffic incident management and clearance was held recently at Shippensburg University by the Interstate 81 Corridor Coalition.

More than 70 people from the central portion of the corridor – between federal agencies, state departments of transportation, police, county public safety/emergency management agencies and first responders from Pennsylvania, Maryland, West Virginia and Virginia – attended the forum.

Industry experts said the U.S. Environmental Protection Agency and Department of Transportation have been talking about a 20-per-cent improvement in fuel efficiency for the heavy vehicles – though that is likely to vary according to the type of truck and the purpose for which it was built.

Joe Suchecki, director of public affairs for the Truck Manufacturers Association in Chicago, said the industry believes it can adapt to new regulations with existing technology. A 20-per-cent improvement to fuel efficiency should be attainable through better engines and tires, more aerodynamic truck cabs and other modifications, he said.

While the Canadian regulations will be harmonized with those of the U.S., Mr. Prentice said his government will make sure it takes into account certain uniquely Canadian considerations, including safety standards. “For example, as a general rule, Canadian trucks carry heavier loads. This will be factored in to the design of our regulations,” he said.

In April of this year, the federal government announced new rules to improve the average fuel efficiency of automobiles and light trucks sold in Canada by 25 per cent by 2016, compared to 2008 levels. That was also done in concert with the U.S.

The intent was to identify concerns and begin discussing ways to improve collaboration and incident responses across jurisdictional boundaries, according to organizers.

The coalition is looking to create three safety work groups, which would be made up of representatives from different professional fields in the northern, southern and central areas of the corridor.



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Truck Congestion Tracking Tool

As our highways (I-81 among them) continue to become more congested, useful tools to help shippers avoid traffic delays are becoming more important.

The Federal Highway Administration said recently it has launched a tool that tracks traffic chokepoints based on data from trucks.

The Freight Performance Measures tool is designed both to help carriers move goods more efficiently and to help local governments prioritize spending needs, FHWA said.

FPM's Web-based tool, FPMweb, uses truck speeds from satellite data to measure congestion along significant freight routes. Users can access the tool at www.freightperformance.org.

FHWA, which is part of the Department of Transportation, said it developed the system with the American Transportation Research Institute.

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Notes From The Director

.For those of you that receive The Connection electronically, this reminder will still give you time to register for our conference on June 14 and 15 in Watertown, NY. We have gathered together an exceptional group of speakers to address topics like:

- The Role of Universities in a Knowledge-Based Economy
- Sustainable Transportation: What Does It Mean And How Do We Achieve It?
- Young Professionals: How Can We Engage, Retain & Attract?
- Secure Borders & Open Doors
- Tourism to 2012
- Economic Development: Can We Work Collaboratively?

A special treat will be the reception hosted by the Thousand Islands Bridge Authority on Monday evening, June 14 at Boldt Castle on Heart Island on the St. Lawrence River. We

will be providing transportation (both land and water) to the event from Watertown. As well as an opportunity to network over hors d'oeuvres and drinks, you will have an opportunity to tour this gem of the 1000 Islands. Just this year the talented staff at the bridge have completed renovation of the Louise Boldt suite at the castle with the rooms now open for public viewing. The contrast between the rooms of George Boldt and his wife are truly remarkable. It is worth a visit to the castle to see these two rooms alone!

The conference will be held in the Jules Amphitheater at Jefferson Community College. With the college on their summer schedule, we have some great facilities available to us. Please contact me should you need further information or a registration form. I'm sure you will find this educational event to be informative on many levels. We look forward to seeing you at the event.



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