

What's New in this version?

Version 2.0.18 of the Multimodal Tool contains a number of updates and revisions to the prior version, 2.0.17. These updates have been implemented to enhance the usefulness and clarity of the Tool, and are summarized below:

 Miscellaneous text and format updates for clarification.

 For Truck component fleets

- New NO_x and PM emission factors have been updated for 2018 from the MOVES model.
- Updated (reefer) TRU emissions factors.
- Updated MPG validation ranges for IC and electric vehicles.
- Added direction for reefer fuel screen to ensure users do not enter rail reefer fuel in the truck tool.
- Added validation to ensure user enters greater than zero days in service in the Idle Hours Calculator.

 For Logistics component fleets

- US EPA secured the World Resources Institute (WRI) to conduct a review of the underlying methodology, calculation process and supporting technical documentation of the SmartWay Logistics Tool, and it was found to be in conformance with the requirements set forth in the GHG Protocol Corporate Accounting Standard. New outputs are now available in the optional report section of the Tool providing Scope 3, biogenic, and non-carbon emissions for public disclosure, consistent with WRI and Carbon Disclosure Project requirements.
- The following SmartWay Truck Carrier Categories can now select Data Availability Option d on the Activity screen, allowing partners to just report miles travelled for these fleets:
 - Expedited
 - Heavy/Bulk
 - Mixed
 - Specialized
- The average payload values included in the carrier data file have been updated to reflect Shipper payload distributions (formerly based on carrier distributions).
- The validation ranges that determine if a payload entered by the user is out of range of typical industry values have been updated as well.
- The bases for calculating emissions (miles or ton-miles) have been updated, depending upon the carrier's SmartWay Category:
 - Auto carriers – miles

- Drayage – miles
 - Expedited – miles
 - Flatbed – miles
 - General (non-SmartWay only) – ton-miles
 - Heavy/bulk – miles
 - LTL – ton-miles
 - Mixed – ton-miles
 - Moving – miles
 - Multimodal – ton-miles
 - Package – ton-miles
 - Refrigerated – ton-miles
 - Specialized – miles
 - Tanker - miles
 - TL/Dry Van – ton-miles
- The composite-level emissions factor calculations have been updated to mass emissions divided by distance and are no longer weighted by carrier.
 - The composite-level average payload calculation has been updated to total ton-miles divided by total miles and is no longer weighted by carrier ton-miles.



For Barge component fleets

- US EPA secured the World Resources Institute (WRI) to conduct a review of the underlying methodology, calculation process and supporting technical documentation of the SmartWay Barge Tool, and it was found to be in conformance with the requirements set forth in the GHG Protocol Corporate Accounting Standard. New outputs are now available in the optional report section of the Tool providing Scope 1, biogenic, and non-carbon emissions for public disclosure, consistent with WRI and Carbon Disclosure Project requirements.
- Removed the diesel low sulfur fuel type option from the tool.
- Updated the auxiliary engine emissions factors for NO_x and PM.
- Removed volume-based metrics from the Internal Metrics report.
- Added instructions on the Barge Operations screen on how to convert statute miles to nautical miles.



For Air component fleets

- US EPA secured the World Resources Institute (WRI) to conduct a review of the underlying methodology, calculation process and supporting technical documentation of the SmartWay Shipper Tool, and it was found to be in conformance with the requirements set forth in the GHG Protocol Corporate Accounting Standard. New outputs are now available in the optional report section of the

Tool providing Scope 1 emissions for public disclosure, consistent with WRI and Carbon Disclosure Project requirements.

- Added a button to the Aircraft Inventory and Aircraft Operations screens that displays directions on how to map FAA data to specific tool input fields.
- Updated the engine type file to reflect data from the FAA's latest version of the Aviation Environmental Design Tool (AEDT 2d).
- Added the ability to export a starter file (a formatted Excel file with example rows showing how to create a data import file) from the Import Aircraft screen.
- Added validation for miles per hour, hours per LTO, and miles per LTO on the Operations screen. The Tool now provides warnings when values for these inputs are out of the expected range.
- Added calculated average payload and calculated weight utilization to the Aircraft report.

For Rail component fleets

- US EPA secured the World Resources Institute (WRI) to conduct a review of the underlying methodology, calculation process and supporting technical documentation of the SmartWay Barge Tool, and it was found to be in conformance with the requirements set forth in the GHG Protocol Corporate Accounting Standard. New outputs are now available in the optional report section of the Tool providing Scope 1, Scope 2, biogenic, and non-carbon emissions for public disclosure, consistent with WRI and Carbon Disclosure Project requirements.
- Removed the "Cars" screen for Class 1 carriers that required entering railcar miles and volume by railcar type. This has been replaced with a simple input field for total railcar miles.
 - The grams per truck-equivalent-mile metric included in the reports is now calculated with default volume values for are classes of carrier.
- Updated the grams per kilowatt-hour emissions factors used for electric locomotives.