

Q: Will an electronic copy of this presentation be available?

A: A recording (visual and audio) of today's webinar will be made available via the SmartWay website approximately 48 hours after the webinar.

Q: What if you need to change some of the data after submitting and realizing that the data given was not correct?

A: Partners can correct errors in their tools and re-submit. EPA will then update its records. EPA's review process also uncovers errors and the program contacts Partners to make corrections.

Q: So how do we submit? Do we go through the tool again and submit it or do we send you and email with our requested update?

A: Partners can either submit a new tool or correct the original submitted tool. It is generally more efficient for Partners to update an existing tool then notify EPA on pending change(s) and submit.

Q: As a reefer fleet and when asked for the total fueled used by the fleet it obviously made our MPG look lower than what it actually is. How do you decipher between what is reefer and what is tractor? If I remember it did not ask for what was reefer and what was tractor?

A: The new tools distinguish among different fleet categories to account for the differences in equipment and operational characteristics for different parts of the trucking industry. For example, there is a special category for refrigerated fleets, to distinguish these carriers, which use TRUs, from non-refrigerated fleets, which don't use TRUs. Within each fleet category, however, the new tools don't break down how much of the fuel used is due to the tractor, the trailer, the TRU, the driver, or other factors. MPG and emissions are based on total fuel use, since this is the most accurate measure of the real energy and environmental impacts of moving those goods. Calculating total fuel use from all factors also offers partners the greatest flexibility to select the most cost-effective fuel-saving approaches first, based upon the specifics of their operations.

Q: What is the development environment here? Excel VBA?

A: Yes, Visual Basic in Excel.

Q: I am interested in knowing about SmartWay Testing as well. Does this webinar cover testing as well?

A: No, this webinar does not cover the SmartWay testing program. This webinar is focused on demonstrating the SmartWay Truck Tool. EPA will consider your suggestion for a future webinar topic. Thank you!

Q: When the tool was designed, what were the major standards, regulations followed?

A: The tools use the same EPA emissions factors that are used in the EPA MOVES air quality model, which incorporates EPA regulations and standards.

Q: What is the minimum sized vehicle that should be included in the SmartWay Program?

A: 2B

Q: How are the emissions CO₂, NO_x, PM calculated? Is there a correction factor for different truck brands, for example Navistar is allowed to have a higher NO_x limit than the rest of the class 8 trucking industry?

A: NO_x and PM are based on MOVES factors adjusted by highway versus urban and urban speed parameters. CO₂ is a direct function of fuel burned.

Q: I want to know if the tool also accommodates input fields for engine parameters?

A: EPA only requires model years of the trucks for engine identification in SmartWay.

Q: Can I ask even though it doesn't apply to this webinar if Smart Way is now accepting some verified recap tires as Smart Way approved? Will you be making this announcement?

A: Over the past two years, EPA has been working with industry stakeholders on a verification program for retreaded tires. The Agency will post information related to this topic on the SmartWay web site in the near future.

Q: This webinar appears to be for truck companies. I am a non asset based 3pl. will you have a separate webinar for me?

A: EPA previously held a webinar for logistics and 3PL SmartWay partners. The recording is available at <http://epa.gov/smartway/newsroom/webinars.htm> or click on the following link: <https://www4.gotomeeting.com/register/881611215>. You will be asked to register (submit name, contact information, etc.) in order to access the webinar recording.

Q: We broker loads to company's not based on weight but on pieces and the pieces could be multiple weight so they do not know what the weight in. How do they account for this in the program?

A: Brokers use the Logistics tool. The number of pieces x weight of the pieces can be used to determine average payloads. This data is then input into the ton-miles calculation in the logistics tool. If a company cannot provide the needed information, however, it cannot join the partnership, since data quality is a critical aspect of the SmartWay program's integrity.

Q: Can this be used to cargo van fleets?

A: Yes. It would be considered a dry van fleet utilizing 2B units. This truck size (gasoline and diesel) is commonly used by package and expedited carriers.

Q: This webinar appears to be for Carriers. At what point will we go over the Shipper's version?

A: The new shipper tool will be released in November, 2012. Once the new tool is available, EPA will host a similar webinar to go over the details of the new tool.

Q: Do participants get a report in excel or other common format that puts all the data they've entered in one place?

A: The tool is your data record. EPA strongly recommends that each Partner retains a copy of the completed tool in its own computer files, before submitting it to SmartWay.

Q: Are the tons for payload calculator Metric tons?

A: No, metric tons are calculated at 2200 pounds. EPA uses 2000 pounds = 1 ton.

Q: It's disappointing I sat through the short presentation last week and now today's presentation only to find out it was for Carriers and not Shippers. SmartWay needs to do a better job of communicating.

A: Thank you for this feedback. EPA values feedback from Partners on how to enhance the SmartWay program including communication of webinar topics. SmartWay's webinar descriptions are intended to provide clear descriptions of each scheduled topic, so Partners can select the webinars most suited to their needs. EPA welcomes suggestions on how to improve its webinar communication, so we don't disappoint Partners going forward. Please send any comments and suggestions for improving webinar communication to the EPA SmartWay mail box, smartway_transport@epa.gov. EPA plans to hold a webinar for shippers prior to release of the shipper tool later this year. The schedule for this webinar will be posted on the SmartWay website at www.epa.gov/smartway

Q: How often are participants required to enter all this data?

A: Partners are asked to complete and submit a Truck Tool on an annual basis. We start this process during the first quarter of each calendar year. It will contain statistics on your company's fleet from previous calendar year, to help streamline the data submission process for partners.