

HR 1705

To establish a program to support deployment of idle reduction and energy conservation technologies for heavy-duty vehicles, and for other purposes.

Congress: 109 (2005–2007, Ended)

Chamber: House

Policy Area: Energy

Introduced: Apr 19, 2005

Current Status: Referred to the Subcommittee on Energy and Air Quality.

Latest Action: Referred to the Subcommittee on Energy and Air Quality. (May 13, 2005)

Official Text: <https://www.congress.gov/bill/109th-congress/house-bill/1705>

Sponsor

Name: Rep. Shadegg, John B. [R-AZ-3]

Party: Republican • **State:** AZ • **Chamber:** House

Cosponsors (1 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Boustany, Charles W., Jr. [R-LA-7]	R · LA		May 23, 2005

Committee Activity

Committee	Chamber	Activity	Date
Energy and Commerce Committee	House	Referred to	May 13, 2005
Transportation and Infrastructure Committee	House	Referred to	Apr 20, 2005

Subjects & Policy Tags

Policy Area:

Energy

Related Bills

Bill	Relationship	Last Action
109 HR 6	Related bill	Aug 8, 2005: Became Public Law No: 109-58.

Directs the Administrator of the Environmental Protection Agency (EPA) to: (1) review and update mobile source air emission models to determine whether they accurately reflect the emissions resulting from long-duration idling of heavy-duty vehicles and other vehicles and engines; (2) review emission reductions achieved by the use of idle reduction technology; and (3) complete such revisions of EPA regulations and guidance as the Administrator determines to be appropriate.

Instructs the Administrator to establish a program to support deployment of idle reduction and energy conservation technologies, giving priority to deployment based on the costs and beneficial effects on air quality and ability to lessen the emission of criteria air pollutants.

Directs the Administrator to commence a study to analyze all locations at which heavy-duty vehicles stop for long-duration idling.

States that in order to promote reduction of fuel use and emissions because of engine idling, the maximum gross vehicle weight limit and the axle weight limit for any heavy-duty vehicle equipped with an idle reduction technology shall be increased by a quantity necessary to compensate for the additional weight of the idle reduction system.

Actions Timeline

- **May 13, 2005:** Referred to the Subcommittee on Energy and Air Quality.
- **Apr 20, 2005:** Referred to the Subcommittee on Highways, Transit and Pipelines.
- **Apr 19, 2005:** Introduced in House
- **Apr 19, 2005:** Introduced in House
- **Apr 19, 2005:** Referred to the Committee on Energy and Commerce, and in addition to the Committee on Transportation and Infrastructure, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.
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