
What's New in this version?

Version 2.0.17 of the Multimodal Tool contains a number of updates and revisions to the prior version, 2.0.16. These updates have been implemented to enhance the usefulness and clarity of the Tool, and are summarized below:

- The Introduction screen has been updated to allow current SmartWay Partners to input their SmartWay ID up front, and to request information on how new partners heard about SmartWay (question formerly on the XML file creation screen).
- Partners using the “Autopopulate” function no longer need to confirm proper uploading of their data twice – the checkboxes re-confirming review have been removed from the HOME screen.
- The Contacts Section has been updated to clarify the relationship between Sustainability Contacts and other contacts.
- The “Feedback” section of the tool has been updated making it easier to follow and more complete.
- Miscellaneous text and format updates for clarification.
- For Truck component fleets –
 - New NOx and PM emission factors have been updated for 2018 from the MOVES model.
 - Black Carbon (BC) emission factors have been added to the Truck reports, based on elemental carbon (EC) factors obtained from the MOVES model. Truck Partner performance metrics are now available for BC as well as CO₂, NOx, and PM.
 - NOx and PM emission factors for transportation refrigeration (reefer) units were updated to reflect 2018 calendar year emissions using the NONROAD component of the MOVES model.
 - All gasoline consumed is now assumed to be E10 (10% ethanol blend). Users may no longer specify separate consumption amounts for gasoline and E10, although E85 consumption may be entered separately.
- For Logistics component fleets –
 - New SmartWay Categories have been added for Multimodal carriers: Surface, Surface-Air, Surface-Marine, and Surface-Air-Marine.
 - Additional validation checks have been added for barge carrier product density and Surface-Air Multimodal carrier payloads.
 - Average carrier volumes have been added to the Logistics Input Summary reports.
- For Barge component fleets –
 - An inconsistency was identified in the emission factors in the 2008 locomotive and marine Federal Rulemaking where PM emissions for pre-2000 engines were lower than for newer engines. These values have been set equal to model year 2000 engine emissions for consistency.
- For Air component fleets –
 - Air component fleets now have the maximum average aircraft payload set to 58 tons, corresponding to the maximum payload capacity for the largest aircraft make/model

specified by SmartWay partners. Payloads above this amount will trigger a “red” out of range error that must be explained by the partner in order to proceed. Payloads between 29 and 58 tons will receive a “yellow” warning which may be explained if the partner so chooses.

- For Rail component fleets –
 - Class 2 and 3 Rail operators must now provide an estimate for total railcar miles traveled for the reporting year.