

TOWN OF OCCOQUAN FLEET VEHICLE ANTI-IDLING POLICY

I. Overview

Light-duty vehicle idling wastes fuel, damages engines, and results in excess greenhouse gas and criteria air pollutant emissions. There is a common misconception that leaving an automobile running when waiting for several minutes is better for cars and light-duty vehicles than simply shutting off the engine. However, an idle car gets zero miles to the gallon and with modern engines, idling an automobile for more than 10 seconds wastes more fuel than simply turning it off and then restarting it.¹ Emissions created by idling vehicles contribute toward smog formation, and produces about 19 pounds of carbon dioxide for every gallon of gas consumed.²

Natural Resources Canada found that frequent restarting has little impact on engine components such as the battery and starter motor, and the wear caused by restarting is estimated to add \$10 per year to the cost of driving, far less than the cost of wasted fuel.³ In the absence of extreme weather conditions, idling is not an effective way of warming up an automobile engine. Excessive idling results in incomplete combustion, which can damage an automobile by leaving fuel residues that contaminate oil and damage engine components. It can also allow water to condense in the vehicle's exhaust, leading to premature corrosion that can reduce the life of the exhaust system.⁴

II. Purpose of Policy

This document contains the Town of Occoquan's Policy relating to the idling of any and all town fleet vehicles. Idling refers to the operating of a motor vehicle or equipment, regardless of fuel type, while that vehicle is stationary.

Effective immediately, it is the policy of the Town of Occoquan that Town fleet vehicles will not be stationary with the engine operating for more than five (5) minutes unless it is essential for performance of work or otherwise specified below. When engines must be left operating, for any reason, the operator will remain with the unit.

This Anti-Idling Policy applies to all Town owned or leased motor vehicles and equipment. It also extends to Town contractors, subcontractors, and vendors doing business with the Town.

The unnecessary idling of gasoline and diesel vehicles and equipment wastes fuel, contributes to air pollution and greenhouse gas emissions, and causes premature engine wear. It is every Town

¹ Natural Resources Canada: <http://oee.nrcan.gc.ca/communities-government/transportation/municipalcommunities/articles/idling-myths.cfm?attr=8>

² Hamilton County Ohio Department of Environmental Services: <http://www.hcdoes.org/airquality/vehicles/idle.htm>

³ Frequent restarting has little impact on engine components like battery and starter motor. Wear caused by restarting is estimated to add \$10 per year to the cost of driving, money likely recovered several times over in fuel savings, Natural Resources Canada: http://www.ecy.wa.gov/programs/air/NO_IDLE/Anti_Idle_FactSheet_long.html

⁴ City of Markham, Ontario: <http://www.city.markham.on.ca/markham/channels/newscentre/initiatives/idlefree/textonly.asp?ref=http://www.markham.ca/markham/channels/newscentre/initiatives/IdleFree/FAQs.htm>

employee's responsibility to minimize fleet operating costs while reducing harmful effects to the environment. Violators are subject to disciplinary action.

The purposes of this Policy are to:

- Reduce fuel consumption
- Reduce engine wear
- Protect the health of employees and citizens through reduction of harmful vehicle emissions
- Reduce the volume of greenhouse gases attributed to vehicle emission as part of the Town's commitment to climate protection.

III. Department Affected

All Town Departments and Town contractors, subcontractors and vendors doing business with the Town.

IV. Regulations and Procedures

A. Specific Provisions

1. Heavy Duty Diesel Powered Motor Vehicles

The following provisions shall apply to the operation and start-up of heavy-duty diesel powered motor vehicles. For the purposes of this section, the term "heavy-duty" shall apply to any motor vehicle with a gross vehicle weight of more than 8,500 pounds or with a passenger carrying capacity of more than 12 persons (i.e., passenger transport vehicles)

- a. No operator shall permit, cause or allow the engine of a heavy-duty diesel powered motor vehicle to idle prior to or at the conclusion of, any trip or route for any period of time beyond that which is reasonably required to attain, or to secure from, normal operating conditions. The maximum allowable period of idling shall not exceed two (2) consecutive minutes or zero (0) for layovers, except under the following initial start-up conditions:
 - (i). The engine may be idled for the purpose of start-up for a period of up to five (5) consecutive minutes when the ambient temperature is **more than 32°F (0°C)**, and/or until the air pressure on the vehicle has reached the proper operating PSI.
 - (ii). The engine may be idled for the purpose of start-up for a period of up to fifteen (15) consecutive minutes when the ambient temperature is **less than 32°F (0°C)**, and/or until the air pressure on the vehicle has reached the proper operating PSI.

- b. No operator shall permit, cause or allow the engine of a heavy-duty diesel powered motor vehicle to be accelerated while idling at any time.

2. Service Delivery Vehicles

All service delivery vehicles shall turn off the engines while making deliveries or pickups.

3. Refueling

Refueling operations shall be conducted with vehicle engines and external equipment shut off. This includes times when portable fuel cans or on-board equipment, such as a generator, is being fueled. Responsibility for shutting down the vehicle lies with the driver/operator.

B. Exceptions

A series of operational exemptions to this policy are listed below:

1. Emergency vehicles and equipment while engaged in operational activities, responding to emergency situations, or performing an activity directly related to a public safety function.
2. Vehicles that are required to idle in order to operate auxiliary equipment (including but not limited hydraulic equipment, welding equipment, pumps, compressors, or lights).
3. Vehicles equipped with temperature sensitive equipment.
4. Vehicles that must be kept at an appropriate temperature for the health and safety of occupants being transported (persons or animals).
5. Vehicles and equipment that are being serviced; times when actual mechanical work is being performed on a vehicle that necessitates the engine needs to idle for a longer period.