BY-LAW 2008-195

A BY-LAW OF THE CITY OF GREATER SUDBURY TO ADOPT AN IDLING CONTROL POLICY

WHEREAS the Council of the City of Greater Sudbury wishes to adopt an Idling Control Policy;

NOW THEREFORE THE COUNCIL OF THE CITY OF GREATER SUDBURY HEREBY ENACTS AS FOLLOWS:

1. The Idling Control Policy attached hereto as Schedule "A" and forming part of this By-law is hereby adopted.

2. This By-law shall come into force and take effect immediately upon the final passing of same.

READ A FIRST AND SECOND TIME IN OPEN COUNCIL this 13th day of August, 2008.

Mayor

Clerk

READ A THIRD TIME AND FINALLY ENACTED AND PASSED IN OPEN COUNCIL this 13th day of August, 2008.

Mayor

Clerk

SCHEDULE "A"

to By-law 2008-195
of the City of Greater Sudbury

Purpose

The City of Greater Sudbury is already acknowledged as a leader in environmental restoration. The municipality has an opportunity to again take a leadership role by protecting air quality through reduced vehicle idling, thereby setting an example for private motorists throughout the community. In addition to environmental benefits, a reduction in unnecessary vehicle idling will result in significant cost savings for the municipality.

Background

National Context:

Natural Resources Canada (NRCan) has identified a series of actions that Canadians can take to reduce greenhouse gas emissions. One action is to reduce the duration and frequency of vehicle idling.

Unnecessary idling produces carbon dioxide emissions (CO^2) that contribute to climate change, smog and health problems, is a waste of fuel and money, and results in engine component wear

NRCan estimates that if every driver of a light-duty vehicle in Canada avoided idling for just five minutes every day for a year, more than two million tones of CO^2 would be prevented from entering the atmosphere each year. This is equivalent to removing over 350,000 cars from the road for one year.

Local Context:

The City of Greater Sudbury has been working with the Fleet Challenge Ontario Program, a not-for-profit program of the Canadian Energy Efficiency Alliance.

The Fleet Challenge Ontario Program is designed to help municipal fleet managers cut emissions and operational costs by applying fleet management tools and techniques shared though E3 (Energy Environment Excellence) Fleet Reviews, information sessions and a Best Practices manual.

This spring, the City of Greater Sudbury took part in an optional E3 Fleet Rating, which uses a point-based rating system checklist for rating fleet management practices and energy and emissions performance.

Among the recommendations of the E3 Fleet Review is the initiation of an idling reduction program. Fleet Challenge Ontario estimates that the average municipal vehicle idles between 60 and 65 per cent of the time.

In 2007, the City of Greater Sudbury had an expenditure of $4.5 million for gas and diesel fuel to operate the municipal fleet, including police, fire, ambulance, infrastructure services and various other divisions.

Since December 2007, fuel costs have risen at an alarming rate. Reducing unnecessary vehicle idling will achieve significant savings.

Idling Control Policy for City Vehicles

Diesel-fueled vehicles:
Operators of diesel-fueled vehicles will be allowed to idle the engine for up to five minutes during the initial shift warm-up and at subsequent times when the vehicle is being restarted after a prolonged shut down period. Extended idle time is necessary for diesel-fueled engines to allow proper circulation and cooling of engine oil and other fluids. After the warm-up period, no operator shall idle the engine of a diesel-fueled vehicle that is stopped for more than three minutes.

Gasoline-fueled vehicles:
No operator shall idle the engine of a gasoline-fueled vehicle that is stopped for more than three minute.

Alternative-fueled vehicles:
Vehicles powered with alternative fuels should operate in accordance with the provisions of the previous section on Gasoline-fueled Vehicles. Alternative fuels include propane and compressed natural gas.

Transit buses:
Transit buses shall be turned off as soon as possible upon arrival at the transit terminal. The bus should be restarted only when it is ready to depart.

Off-Road vehicles and equipment:
Off-road vehicles and equipment shall not be left idling unless absolutely required for operations and/or safety.

Exceptions:
The following vehicles and situations will be exempt from this policy to limit vehicle idling to a maximum of three minutes:

1. emergency vehicles, emergency boats, off-road vehicles and equipment while engaged in operational activities, including training and client transfer,
2. vehicles assisting in emergency response and/or activities,

3. mobile workshop where engine power is necessary for electrical or pressure generation, tool use, hoist or winch use, lift gate or boom operation, and/or similar applications,
4. vehicles with power take-off containing work equipment that must be powered by the vehicle engine,
5. transit vehicles in layover or stopover, defined as a stopping point along a transit route or at a transit vehicle terminal, for a maximum of 15 minutes to allow transit vehicles to adjust to service schedules,
6. vehicles that remain motionless because of an emergency or traffic conditions, including but not limited to congestion, traffic control signals, weather conditions or mechanical difficulties,
7. vehicles undergoing service or inspection,
8. extreme cold weather or heat alerts where idling may be necessary for the well-being of the operator and/or passengers,
9. idling to defrost, defog or deice vehicle windows provided a scraper is used prior to starting the engine. Idling must end once fog, frost or ice conditions have been eliminated, and
10. operators may idle vehicles for up to 15 minutes for the purpose of getting warm and/or dry if indoor accommodations are not available at the work site. To reduce the possibility of carbon monoxide accumulation in the cab, windows must remain partially open for safe ventilation.

Purchase and use of idle-reducing equipment
All attempts shall be made to purchase equipment that will eliminate the need for excessive vehicle idling. Appropriate purchases may include, but are not limited to, auxiliary power units, auxiliary batteries, LED lighting and automatic shutdown devices where necessary.

Training and Communications
This policy and the reasons for it will be communicated to all operators during driver orientation and training sessions, as well as through periodic communications in crew meetings and staff bulletins.

Signs will be posted in municipal yards and other locations frequented by municipal vehicles. Decals will be provided for windshields of municipal vehicles.

Supervisors will ensure that employees who operate a city vehicle or off-road vehicles and equipment are made aware of the idling control policy.

Supervisors/foremen in their respective department/division/section will be responsible for the adherence and enforcement of the idling policy. Violations of the policy will be documented as to the vehicle operator, vehicle number, location, date and time, weather conditions and circumstances of the violation. The vehicle operator will be informed of the violation by the supervisor at the time of the infraction.

Discipline will be in accordance with respective department's/division's/section's policies and/or collective bargaining agreements.

Monitoring
Periodic evaluations will be conducted, which will include the participation of operators, to monitor the effectiveness of the policy. Results will be communicated to operators and the policy may be amended from time to time if needed.