

Policy Discussion Papers - Preliminary Discussion



Request for Recommendation

Implementation of an Idling Control Policy

Presented To:	Priorities Committee
Presented:	Wednesday, Aug 13, 2008
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Recommendations

It is recommended that the Council of the City of Greater Sudbury adopt the Idling Control Policy as outlined in the report dated July 30th, 2008 from the General Manager of Infrastructure Services.

Finance Implications

The implementation of this policy will result in a reduction in fuel consumption. It will be difficult to determine actual savings in fuel costs until a new fuel system is in place to track consum...

[finance implications continued...](#)

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(Financial Implications continued from cover)

...consumption. Infrastructure Services is in the process of recommending the acquisition of a new fuel management system and this would allow for accurate tracking of consumption.

Background

Policy Discussion Paper

Request for Approval Idling Control Policy

Recommended Policy for Discussion:

At the request of the Chief Administrative Officer, municipal staff have prepared a new corporate policy that will reduce unnecessary idling of municipal vehicles and vehicles owned by firms under contract with the municipality. Infrastructure Services, Community Development, Growth and Development, Emergency Medical Services, Fire and Police Services have participated in the development of this new policy.

The Idling Control Policy will limit idling time to three minutes for gasoline fueled vehicles. Diesel fueled vehicles will also be limited to three minutes idling time, following an initial warm-up period to properly circulate and cool diesel engine fluids.

Exceptions will apply to the new Idling Control Policy. Vehicles responding to emergencies, vehicles at job sites and Greater Sudbury Transit vehicles may be exempt from the policy under certain conditions. Drivers will also be advised to follow the vehicle manufacturer's guidelines for engine idling unless otherwise advised by the Manager of Fleet Services in jurisdiction.

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 (CO²) that contribute to climate change, smog and health problems,
- is a waste of fuel and money,
- 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 tonnes of CO² would be prevented from entering the atmosphere each year. That's the 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 through 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.

Further cost savings will be achieved through the City's commitment to "The Green Way", a broad initiative of municipal Fleet Services to reduce fuel consumption and achieve

environmental benefits.

Last year, seven hybrid vehicles were purchased for use by building inspectors and bylaw enforcement officers. Gasoline fuel consumption has been in the range of 20 to 40 litres per week for the hybrid vehicles versus 80 to 100 litres per week for conventional full-size cars. Fleet Services hopes to purchase additional hybrids to replace conventional vehicles in future budgets.

Application of municipal idling control policy

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 minutes.

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 should be turned off as soon as possible upon arrival at the transit terminal. The bus should not be restarted until 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 the corporate policy to limit vehicle idling to a maximum of three minutes.

- Emergency vehicles, emergency boats, off-road vehicles and equipment while engaged in operational activities, including training and client transfer,

- Vehicles assisting in emergency response and/or activities,
- Mobile workshops 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,
- Vehicles with power take-off containing work equipment that must be powered by the vehicle engine,
- 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,
- 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,
- Vehicles undergoing service or inspection,
- Extreme cold weather or heat alerts where idling may be necessary for the well-being of the operator and/or passengers,
- 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.
- Staff may idle a vehicle 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, window(s) 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 departments/divisions/sections' 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.

Evaluating the Programme

It is difficult for Fleet Services to establish a base line for fleet idling as there is still no system in place to monitor fuel consumption for each vehicle in the fleet. The acquisition of a new fuel management system will be recommended to Council in the coming weeks. Nevertheless, the reduction in idling will also translate in an overall reduction in the amount of fuel that is consumed by the municipal fleet.

Recommendation

That Council adopt the Idling Control Policy as presented herein.

Staff will be in attendance to provide elaboration on any item contained in the report and/or to provide additional information if requested.