Idling Policy Example

Idling Reduction Procedures
**Item A**

Idling of vehicles wastes fuel, creates pollution and causes premature engine wear. It is every employee's responsibility to minimize fleet operating costs while reducing harmful effects to the environment. Violators are subject to disciplinary action.

**Item B**

Fleet vehicles will not be parked with the engine operating unless it is essential for performance of work. Exceptions are during an initial engine warm-up period and during periods of extreme cold weather. When engines must be left operating for any reason, the operator will remain with the unit.

The benefits to reducing engine idling are well known: reduced fuel use and related costs, reduced vehicle wear, better air quality and better public image. It is desirable to reduce idling and the City should adopt practices that convey a positive City image demonstrating environmental stewardship. Simply put, engine idling should only occur if it is a business necessity or requirement.

Unnecessary idling is a problem in many Departments and Divisions. There are many outdated ideas about idling, particularly with respect to diesel engines.

Some Departments/Divisions remind employees not to idle engines excessively by such means as safety training, meetings, announcements, and memos. Enforcement is at the discretion of supervisors, but is rare.

**In order to reduce engine idling, the following needs to be done:**

- A clear Vehicle Idling Policy
- Strong leadership
- Accountability
- A communications / education strategy; and
- Leadership by example at the foreman level
The issue of reducing idling is not unique; many companies are currently working on similar programs to encourage staff to eliminate unnecessary vehicle idling.

**Conclusion**

Our fleet is extremely diverse, ranging from emergency service vehicles to heavy-duty trucks to passenger vehicles. The diversity of vehicle type also reflects a great diversity in vehicle use.

Consequently, a broad generic policy on idle reduction addressing time limits and temperature parameters, where Departments/Divisions can and are encouraged to introduce policies in addition to the proposed Idling Policy is likely to be effective, both in its application and its enforcement.

To accurately reflect the different business needs and develop effective policies, it is proposed that individual Departments/Divisions develop idle reduction policies that support the “proposed” policy by addressing times when idling is essential for performance of work.

These policies will reflect the overall goal of reducing unnecessary idling while responding to effective service delivery. Operations Management and Environmental Management will prepare information and general awareness sessions and will assist individual Departments/Divisions in developing comprehensive idle reduction education and enforcement programs. In order to satisfy the Vehicle Idling Policy, it is recommended Departments/Divisions work closely with their workforce and unions to educate the employees.