



Making a difference...together

## BACKGROUND: Idling

### Idling Facts

Canadian Motorists idle their vehicles for an average of 5 to 10 minutes a day.

If drivers of light-duty vehicles in Canada stopped idling for just 5 minutes per day, we could:

- Save 1.6 million litres of fuel
- Save \$1.2 million
- Prevent more than 3,800 tonnes of carbon dioxide from entering the atmosphere

Stopping unnecessary vehicle idling is one relatively easy way to contribute to improved air quality and respiratory health in our communities.

### Why do drivers idle?

There are a number of myths around vehicle idling.

MYTH 1: Idling warms up vehicles.

**Fact: The best way to warm up a vehicle** (even in cold weather) **is to drive it**, not to idle. With today's modern engines, no more than 30 seconds of idling is needed on winter days before driving.

MYTH 2: Idling is good for vehicles.

**Fact: Excessive idling can damage your engine components**, including cylinders, spark plugs and exhaust systems.

MYTH 3: Restarting vehicles is hard on the engine.

**Fact: Frequent restarting has little impact on engine components** like the battery and the starter motor.

**The bottom line:** Over ten seconds of idling uses more fuel than restarting the engine.

## Idling Reduction Bylaws

- More than 18 communities in BC have enacted anti-idling bylaws, and a further 12 have anti-idling policies.
- In the Capital Region, the municipalities of Victoria and Langford have enacted bylaws to restrict idling.
- In January, 2008, the City of Victoria enacted a stand-alone idling control bylaw and is currently working on developing an educational campaign with anticipation of commencing enforcement of the bylaw by the summer of 2009.

## Proposed CRD Idling Control Bylaw Development

With increasing concerns over clean air and the environment, visible and unnecessary sources of pollution, citizens' complaints have focused on vehicle emissions.

At the September 12, 2007 CRD Board meeting, Dr. Richard Stanwick, CMHO, Vancouver Island Health Authority (VIHA) and Mr. Forrest Smith, Chair of the Roundtable on the Environment's (RTE) Climate Change Subcommittee, proposed, in the interests of economy and consistency, that the CRD institute as a health measure, a bylaw to restrict vehicle idling in the Capital Regional District. The Board referred the matter to the Planning & Protective Services Committee for further consideration and a recommendation. In developing the Capital Region idling control bylaw, RTE members compared the existing bylaws from the City of Victoria and Langford to the model offered by NR CAN.

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