



# Developing an Anti-Idling Bylaw for the City of Charlottetown

Tristan Atkins

August 16<sup>th</sup>, 2022

# Idling: Myths vs Facts

- + Myth: Restarting your engine uses more gas and emits more CO<sub>2</sub> than idling.
- + Fact: Idling for any more than 10 seconds uses more fuel and produces more CO<sub>2</sub> than restarting your vehicle. Additionally vehicle starter systems are much more durable in modern vehicles than in the past. (Government of Canada, 2016)
- + Myth: Idling is required to warm up my engine in cold temperatures.
- + Fact: Most manufacturers recommend beginning to drive gently after idling for a maximum of 30 seconds. Modern engines warm up faster by actually driving, not idling. (US Department of Energy, 2015)

# Idling in Charlottetown

Idling makes up between 13% - 23% of total vehicle operating time.

- Events <3 minutes in length make up 80% of idling time.

12 drive thru's ~7200 vehicles per day, 2-minute average

## Assume

- 40% compact sedans
- 30% large sedans
- 30% medium-large trucks

# Idling in Charlottetown – cont.

- + **397 litres of fuel** wasted per day ~ **144,905 litres** of fuel wasted per year
- + **\$189,550** worth of fuel wasted per year
- + **333,281 kg of CO<sub>2</sub>** per year

# Existing Anti-Idling Bylaws Across Canada

- + Average allowable idling time: **2.7 minutes**

44 of the 68 municipalities allowed for 3 minutes of idling in a 60 minute period

- + Average fine amount: **\$96.00**

# Weaknesses of Existing Bylaws

- + Lengthy allowable idling period
- + Extended idling for transit vehicles
- + Large amounts of exemptions
- + Lack of set fines

# Strengths of Existing Bylaws

- + Healthy mix of educational campaigns & bylaw enforcement strategies
- + Justifiable yet punitive fine
- + Careful consideration of exceptional circumstances

*“the goal is not to suffocate the public with overaggressive bylaws & regulations, but to educate and promote a more eco-friendly and sustainable community”*

# Education vs Enforcement

- + Education campaigns may allow the public to better understand underlying issues related to a problem, as well as promote individual exploration of these issues, and potentially allows individuals to make conscious behavioural changes without being told to do so (United States Environmental Protection Agency, 2022)
- + Educational campaigns utilize behavioural change tools to overcome individual internal barriers (McKenzie-Mohr Associates; LURA Consulting Group; Cullbridge Marketing and Communications; McKenzie-Mohr Associates 2, 2016).



# Education vs Enforcement

- + "Bylaws that are not seen to be enforced lose the power to affect changes in behaviour, frustrate citizens who wish to see action on environmental issues, and damage the credibility of the government that passed them" (Clean Air Partnership, 2005)
- + Enforcement blitzes
- + Less intensive ongoing enforcement

# Recommendations

- + Implement an anti-idling bylaw with the following terms:
  - Max allowable idling time: 3 minutes
  - Set fine of minimum \$100.00
  - Large focus should be placed on creating and implementing an educational campaign, with enforcement blitzes and less intensive ongoing enforcement supplementing the education.

# Works Cited

- + (n.d.). Retrieved July 28, 2022, from Natural Resources Canada: <https://www.nrcan.gc.ca/sites/www.nrcan.gc.ca/files/oeefiles/transport/idling/excel/Step%204%20Resources%20-%20Idling%20Control%20Bylaws%20Across%20CanadaEN.xls#:~:text=No%20vehicle%20may%20idle%20for,are%20permitted%20five%20consecutive%20mintues.&tex>
- + Clean Air Partnership. (2005). Cracking Down on Idling: A Primer for Canadian Municipalities on Developing and Enforcing Idling Control By-laws. Toronto, ON.
- + Government of Canada. (2016, January 19). Retrieved from A Model Idling Control By-law: <https://www.nrcan.gc.ca/energy/efficiency/communitiesinfrastructure/transportation/municipal-communities/reports/4405>
- + McKenzie-Mohr Associates; LURA Consulting Group; Cullbridge Marketing and Communications; McKenzie-Mohr Associates 2. (2016, January 12). Government of Canada. Retrieved from Barriers to Individual Participation in Greenhouse Gas Reduction Activities - An Evaluation: <https://www.nrcan.gc.ca/energy/efficiency/communitiesinfrastructure/transportation/idling/4467>
- + U.S. Department of Energy. (2015). Idling Reduction for Personal Vehicles.
- + U.S. Office of Energy Efficiency & Renewable Energy. (2015, February 23). Energy.gov. Retrieved from Idle Fuel Consumption for Selected Gasoline and Diesel Vehicles. <https://www.energy.gov/eere/vehicles/fact-861-february-23-2015-idle-fuel-consumptionselected-gasoline-and-diesel-vehicles>
- + *United States Environmental Protection Agency*. (2022, July 28). Retrieved from What is Environmental Education?: <https://www.epa.gov/education/what-environmental-education>