**Sample Policy to Limit Diesel Engine Idling and Emissions**

**Houston-Galveston-Brazoria Area**

**EngineOffH-GAC.com**

**Company Name**  

**Company Address**

**City / State/ Zip**

**Name / Title**

**Phone No. / Email**                                                    

**Policy Number**

**Effective Date**

**Policy Application**

1. **Purpose**

To reduce diesel-engine idling and emissions by implementing a consistent idling policy throughout the Houston-Galveston-Brazoria area to balance the needs of their communities, not hamper economic development and ensure better quality of life.

The adoption of this policy is voluntary and can be implemented in a variety of manners, including but not limited to: existing policies, internal personnel policies, memorandum of understandings or agreements between local governmental and regulatory entities (MOU’s or MOA’s), and resolutions.

1. **Definition**

Within this policy, “idling” means allowing an engine to run while the motor vehicle is not engaged in forward or reverse motion.

1. **Applicability**

This policy is recommended for application by public and private entities in the operation of on- and off-road diesel-powered vehicles in the greater Houston-Galveston-Brazoria (HGB) area:

1. **Suggested Policy for Adoption**

All diesel-engine operators should limit unnecessary idling as follows:

1. Turn off engines while loading, unloading, waiting in line, and/or making deliveries to any facility, if time exceeds 5 minutes;
2. Limit start-up or warm-up time;
3. Turn off diesel-powered equipment when not in use;
4. **Exceptions**

Exceptions to consider as appropriate to the entities operations include, but are not limited to:

1. Situations that could compromise health and safety;
2. Emergency or law enforcement needs;
3. Safe operation of equipment;
4. Other specific operational needs of each entity; or
5. As required by law.
6. **Suggested Resources**

Certain tools are recommended to facilitate the distribution of a consistent regional idling message, such as promoting a regional idling hotline to share information, and establishing consistent signage to ensure regional consistency.

1. **Policy Rationale**

Minimizing diesel-engine idling results in economic, environmental, and quality of life benefits. Reducing idling is beneficial in the following ways:

1. Saves Money: Idling of diesel engines wastes fuel and drains financial resources. For example, eliminating bus and truck idling can save thousands of dollars per vehicle / per year.
2. Protects the Environment: Idling engines significantly contribute to air pollution; Idling increases fine particulates, greenhouse gases, and nitrogen oxide (NOx) emissions, a major component in the formation of ground-level ozone. Reducing idling will assist the HGB area in attaining the National Ambient Air Quality Standard for ground-level ozone (currently in non-attainment).
3. Reduces Health Risks: Health risks, such as lung damage, respiratory problems, asthma and cancer, have been linked to the accumulated exposure to exhaust from idling vehicles. Reducing idling in turn reduces the potential health risks.
4. Promotes Safety: Reduced idling enhances safety in the working environment and public safety in general.
5. Positive Corporate Image: A corporate dedication to idling reduction demonstrates fiscal responsibility, social consciousness, employee concern and environmental stewardship.
6. **Message Rationale**
7. Provide consistent message for entities and targeted on-road/off-road diesel operators to influence and reinforce necessary behavioral changes.

**Additional Resources/References**

* [Sample Idling Policy, Clean School Bus USA, U.S. EPA](http://www.epa.gov/cleanschoolbus/idling_policy.htm)
* [Sample Policy to Limit School Bus Idling for Texas School Districts and Charter Schools (H-GAC)](http://www.h-gac.com/taq/airquality/raqpc/documents/2008/02-February/No_Idling-)
* [ARB Written Idling Policy Guidelines](http://www.arb.ca.gov/msprog/ordiesel/guidance/writtenidlingguide.pdf)
* [EPA School Bus Idling Calculator](http://www.epa.gov/cleanschoolbus/idle_fuel_calc.htm)
* [NRDC No-Idling Policies](http://www.nrdc.org/enterprise/greeningadvisor/ta-idling.asp)
* [Federal Highway Administration—Idling](http://www.fhwa.dot.gov/environment/cmaqpgs/idlereduct/index.htm)
* [TCEQ Idling Restrictions](http://www.tceq.texas.gov/airquality/mobilesource/vehicleidling.html)
* NCT COG [Locally](http://www.nctcog.org/trans/air/programs/idling/index.asp) Enforced Idling Restrictions
* [Diesel Idling Policy, Stanislaus County, California](http://www.co.stanislaus.ca.us/publicworks/pdf/diesel-vehicle-idling-policy.pdf)
* [ATRI Compendium of Idling Regulations](http://www.atri-online.org/research/idling/ATRI_Idling_Compendium.pdf)
* [Idling Reduction Programs for the Chicago Metropolitan Area](http://www.cleanaircounts.org/documents/Idling%20Reduction%20Programs.pdf)
* [Texas Department of Transportation Presentation](http://www.nctcog.org/trans/committees/cctc/2009/EPAct/TxDOT.pdf)
* [Ohio Idling Policy](http://www.odh.ohio.gov/ASSETS/48906988A6244A34A73774D77922588F/8.%20Idling.pdf)
* [UPS Idling Reduction Policy](http://www.idlefreevt.org/viff-ups-fact.pdf)
* [Illinois Green Fleets Truck Idling Brochure](http://www.illinoisgreenfleets.org/idling/truck-idling-brochure.pdf)
* [Diesel Exhaust and School Bus Idling](http://www.mde.state.md.us/programs/Air/MobileSources/DieselVehicleInformation/UsefulWebLinks/Documents/f03021.pdf)
* [Federal Solution To Reduce Idling](http://www.trucksdeliver.org/recommendations/reduce-idling.html)
* [Analysis of Technology Options to Reduce the Fuel Consumption of Idling Trucks](http://www.transportation.anl.gov/pdfs/TA/15.pdf)
* [Diesel Vehicle information](http://www.mde.state.md.us/programs/Air/MobileSources/DieselVehicleInformation/UsefulWebLinks/Documents/epaidlingtesting.pdf)
* [Argonne Idling Reduction Calculator](http://www.lungusa.org/associations/charters/new-england/assets/pdfs/programs/idling-calculator.pdf)
* [Diesel Idling Calculator](http://www.expeditersonline.com/sub/proheat/calculator.html)
* [Costs of Light Duty Idling](http://www.idlefreevt.org/Argonne%20idling%20graph.pdf)
* [Costs of Med/Heavy Duty Idling](http://www.idlefreevt.org/Economic%20Fact%20Sheet_IFF.pdf)
* [Sample Anti-idling Street Sign – NCT COG](http://www.nctcog.org/trans/air/programs/idling/Sign18x24_Watermark.pdf)

**Diesel Fuel Costs for Idling Buses and Trucks**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Vehicle Type** | **Fuel Consumption Rate (Gallons/Hr)** | **Hours Idling / Year1** | **Diesel Price / Gallon** | **Total Gallons / Year** | **Total Cost of Idling / Year**2 |
| Diesel Bus | 0.53 | 600 (2 hrs/day) | $3.50 | 300 | $1,050 |
|  | 1200 (4hrs/day) | $3.50 | 600 | $2,100 |
|  | 1800 (6 hrs/day) | $3.50 | 900 | $3,150 |
| Diesel Truck | 0.84 | 600 (2 hrs/day) | $3.50 | 456 | $1,596 |
|  | 1200 (4hrs/day) | $3.50 | 912 | $3,192 |
|  | 1800 (6 hrs/day)5 | $3.50 | 1,368 | $4,788 |

1 The number of annual “in-use days” has been estimated at 300 days. Source: http://www.illinoisgreenfleets.org/idling/truck-idling-brochure.pdf

2 The number of annual “in-use days” has been estimated at 300 days. Source: <http://www.illinoisgreenfleets.org/idling/truck-idling-brochure.pdf>

3 Calculation based on Jan 2012 diesel fuel price of $3.50 per gallon. Calculation does not include increased maintenance costs for engine wear caused by extended idling.

4 A typical school bus burns approximately one-half gallon of diesel fuel for each hour it idles. <http://www.mde.state.md.us/programs/Air/MobileSources/DieselVehicleInformation/UsefulWebLinks/Documents/f03021.pdf>

5 Studies have shown that diesel trucks and buses use 0.75—1.2 gallons of fuel per hour of idling, depending on the size and type of engine. An average of .8 gallons of fuel consumed per each hour of idling was used in the above table. Source(s): http://www.trucksdeliver.org/recommendations/reduce-idling.html; http://www.illinoisgreenfleets.org/idling/truck-idling-brochure.pdf