



Idle-free zone

Showcasing community initiatives

On the Road to a Healthier Environment Through Greener Communities

While reducing vehicle idling may seem like a small action, many communities – in Canada and the United States – are finding that reducing vehicle idling is an important and successful step on the road to a healthier environment. This issue of the *Idle-Free Zone* provides the results of a cross-country survey to scan actions on idling and the idle-free initiatives that municipalities, community groups and businesses are rolling out to help make their communities greener.

We are listening to your comments and suggestions. The result is the new design to the newsletter and direct approach we are taking to reporting on our stories. If you would prefer to receive future newsletters electronically, rather than hard copy by mail, please contact IFZNewsletter@NRCan-RNCan.gc.ca.

Survey Says ...

Idling Initiatives Heat Up

A recent survey sent to more than 3000 municipalities and community groups across Canada reveals that action on idling is heating up. With an impressive 31% response rate, the survey provides a snapshot of what Canadian communities are doing to reduce idling. The survey follows up on a similar poll from 2005 that found that over a quarter of respondents regarded idling as an important issue. Four years later, the survey shows that concern for idling is about the same, but more municipalities have idling initiatives in place.

More Idle-Free Campaigns

Over 270 communities (compared with more than 100 in 2005) have launched idle-free public education or outreach campaigns, while another 100+ organizations plan to implement campaigns in the next two years. Ontario communities have the most campaigns in place, while Quebec communities are gearing up to launch the most (more than 50) campaigns in the next two years. Three quarters of idle-free campaigns are either ongoing or seasonal/periodic campaigns and involve partnerships with other organizations. When asked why they have not undertaken idling campaigns, municipalities and community groups both ranked lack of priority on idling at this time and lack of staff as the top two barriers.

Idle-Free Zones Expanding

Designated community idle-free zones — areas where idling is particularly discouraged — are also becoming more popular. Thirteen percent of municipalities and 39% of community groups reported assigning idle-free zones in 2009, a 7% increase over 2005. Most of these zones have been established at municipal facilities and schools, but other popular locations include hospitals, daycare centres and recreation centres.

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Workplaces Go Idle-Free

Communities are also adopting internal workplace initiatives, such as employee education, fleet driver education and idle-free zones, and engaging in private sector or co-promotion initiatives to help reduce idling. Approximately one third of the municipalities surveyed indicated that they have an internal fleet idling control policy or are planning to implement one in the next two years. This is an 11% increase since the 2005 survey.

More Idle-Free Bylaws

Meanwhile, though the majority of municipalities surveyed in 2009 (80%) have no plans for idling bylaws, a significantly larger proportion (14%) have or are planning to implement one compared with the 2005 survey. Motivations for adopting the bylaws were concerns about air quality (64%) and climate change (60%), health concerns (54%) and fuel efficiency (52%). Currently, 11% of responding municipalities have an idling bylaw, and these municipalities tend to have populations of 50 000 or more. When asked why they have not adopted idling bylaws, municipalities' top three reasons that a bylaw is not a priority at this time (65%), they lack staff (50%) or they would have difficulty enforcing a bylaw (48%).

The Price Is Right

But what's the bottom line? If you think idle-free campaigns and bylaws are going to break the bank, think again! Over half of idle-free campaigns cost communities less than \$5,000, and 60% of communities said they spent \$5,000 or less on current bylaws in the last fiscal year.

To view additional results from the survey report, visit idling.nrcan.gc.ca.

Idling Factoid: Municipal idle-free campaigns in the past five years have potentially reached 46% of the Canadian population. That's over 15 million people!



Regina Kicks the Idling Habit

How do you get drivers to kick the idling habit? The City of Regina, Saskatchewan, knows how! With its multi-dimensional idling outreach program, Regina has shown there is more than one way to give idling the "boot."

With so many ways to communicate the idle-free message, deciding where to start can be a challenge. Sheri Florizone, Regina's Emissions Reduction Coordinator, says that launching the campaign on municipal turf was important. "For an idle-free program to be persuasive, you have to practice what you're preaching," she says. So Regina's first step was to install Idle-Free Zone signs at City Hall. The City also made signs available to tenants of Wascana Centre – Regina's arts and cultural centre – who were more than happy to pay for the installation themselves. Signs can now be seen at 36 locations across Regina at City facilities, recreation centres and schools.

Involving children in the idle-free campaign was another goal for Regina. Between 2006 and 2008, Florizone, along with Climate Change Saskatchewan staff, reached out to more than 1400 students through presentations, a short video and a PowerPoint® version of a "Jeopardy"-style quiz game.

St. Pius X Elementary's Ecology Club was particularly excited about the idle-free message, having already created its own video about the "costs of vehicle idling." Under the leadership of Grade 6/7 teacher Elizabeth Stevenson, the students produced the 30-second video that aired for 12 months on CTV Regina. Florizone negotiated funding from the Province to run the ad. "The kids were thrilled to see their hard work shared with the community on local TV."

Florizone notes that while it's important to teach children about the harmful effects of idling, the message needs to reach beyond the children to a key source of idling on school property – school buses. Through the SmartDriver training program, funded by the City and Saskatchewan Ministry of Environment, Florizone's team has provided training sessions to school bus drivers to promote the fuel savings and health benefits of turning off engines while parked. SmartDriver training has also been delivered province-wide through the Saskatchewan Research Council, with funding provided by Natural Resources Canada.

To raise awareness of Regina's anti-idling initiative even further, idle-free ice scrapers and "Kick the Habit" key chains have been distributed to residents and City fleet drivers. Florizone reports that residents and Regina fleet drivers alike have responded well to the ice scrapers and key chains. "We wanted to provide a visual reminder to drivers that was vehicle-related, while at the same time being fun and functional," she says. "And who doesn't need an ice scraper in the middle of a Regina winter?"

To view the St. Pius X Elementary School's Ecology Club idle-free video, visit

www.youtube.com/watch?v=BE0u0z07bpk. ■



■ Carl Duivenvoorden – Climate Change Messenger

When former U.S. Vice-President Al Gore announced that he would teach 1000 “climate change messengers” to give live presentations of *An Inconvenient Truth*, Carl Duivenvoorden knew he had heard his calling. In April 2007, Duivenvoorden, a lifelong New Brunswick resident, was one of only 21 Canadians selected for the three days of intense training led by Al Gore to spread the word about his Oscar-winning climate change documentary.

Meeting Gore was exciting for Duivenvoorden, but more importantly, the training provided him with an opportunity to do something about an issue that has long been a concern for him.

“When I was a kid in New Brunswick, my school was nestled between the smokestacks of two industrial plants,” he says. “Some days the air was so bad that we couldn’t go outside for recess. I always wondered where the smoke went because it didn’t seem possible that all that smoke could just go ‘away’ without consequence.”

Years later, Duivenvoorden could see that his childhood instincts were right – the consequences of climate change were becoming clear. With the threat growing more alarming each year, he could see that action on climate change was desperately needed. So when he heard about Gore’s book, his first reaction was “finally! Someone famous is writing about climate change. Here’s someone who can make people listen.” Then he heard about the call for climate change messengers. He applied without hesitation, thinking that perhaps people would listen to him, too.

On a leave of absence from a full-time job, Duivenvoorden spent the better part of 2007 and 2008 presenting *An Inconvenient Truth* to more than 21 000 people in Atlantic Canada and the United States. “In attending the training, messengers had to commit to doing at least 10 presentations within a year,” explains Duivenvoorden. “But I felt this was so important for my kids’ future that I set my goal at 100 – with a special priority on reaching students and teachers. As it turns out, it took only nine months to reach that goal.”

But even after 100 presentations, he felt he wasn’t done.

Duivenvoorden has since resigned from his full-time job and now speaks, writes and consults, helping businesses, communities and individuals understand the threat of climate change and find solutions. In July 2009, Duivenvoorden hit the 200 presentation mark. While Duivenvoorden plans to continue



delivering *An Inconvenient Truth*, he has also developed a series of seminars and educational sessions on specific issues related to climate change. One of those issues is vehicle idling, which Duivenvoorden addresses in his seminar “Idling 101.”

When asked why he chose to focus on idling, Duivenvoorden explains that when we talk about solutions to climate change, we have the “low-hanging fruit” and the “high-hanging fruit.” Idling, says Duivenvoorden, is among the lowest of the low-hanging fruit. “Idling is a habit. Truly, there is nothing easier to change than that habit,” he believes.

“Idling 101” is targeted primarily at businesses with multiple vehicles. Duivenvoorden says that he has seen immediate change resulting from his seminar, inspiring him to carry on with his idle-free message. He recalls that following his first seminar at a large construction company in Halifax, he learned that the company implemented a zero idling policy, affixed zero idling reminder stickers on vehicle ignition switches and gave zero idling key tags to employees.

Duivenvoorden was thrilled that the company acted so quickly to make changes in its operations. “The costs of idling really resonate with businesses,” he says. “When they see that cutting back on idling makes sense from every perspective – financial, employee health, global – they realize that small changes can have huge benefits.”

To book *An Inconvenient Truth* presentation or “Idling 101” seminar, or to learn more about Duivenvoorden, visit his Web site at www.changeyourcorner.com or e-mail him at info@changeyourcorner.com. ■

an inconvenient truth

A GLOBAL **WARNING**

Idle-Free in the U.S. Midwest

The latest anti-idling initiative that has drawn inspiration from Canada's idle-free efforts is underway in St. Louis, Missouri, where air pollutants have been identified as the primary environmental health concern in two environmental justice areas in north and south St. Louis. The Grace Hill Clean Air Project (GHCAP) has been working to improve air quality in these areas since 2005. It has funding from the U.S. Environmental Protection Agency's (EPA's) Community Action for a Renewed Environment (CARE) program. The EPA grant provides GHCAP with resources to work toward the reduction of air pollutants of concern, with a focus on diesel exhaust.

One of GHCAP's key air quality initiatives is to limit idling at schools. According to Douglas Eller, CARE Project Lead, residents have pinpointed idling school buses as a major issue in their neighbourhoods. "With asthma among children being the highest in the nation and the number one reason for public school absenteeism in St. Louis, it's no wonder the community was concerned," says Eller.

"In addition to asthma, many of the children have air pollution-related eczema and rashes. Air pollution due to idling diesel buses and other factors has multiple health and economic impacts on our kids and their families," adds Eller.

If that weren't reason enough to reduce idling in St. Louis, Eller says that communities have other compelling reasons. "Research shows that there is a link between exposure to diesel emissions and learning ability," he explains.

"In our community, the children are not scoring high on standardized testing, which concerns us greatly." He adds that idling buses at the schools "create a fog of poisonous gasses" where the children are gathering to board or after they disembark.

With a bit of funding and a lot of heart, Eller and his team of idle-free advocates have turned concern into action by changing the way buses operate in the St. Louis Public Schools District. Armed with idling data gathered by community monitors for 176 buses, GHCAP was able to influence the District to agree to establish "No Idling Zones" in all 88 district schools. The campaign consists of bright green striping along curbs and colourful signage where buses and parents drop off and pick up children. It educates students, parents and bus drivers about the benefits of not idling.

Lauren Mitchell, a community activist in St. Louis, worked with the community monitors to roll out the initiative at city schools. She says that the program has been a success. "In addition to fuel savings, the District has seen the benefits of no idling in the form of cleaner air. And once all no idling zones are installed, the 750 buses that were once idling more than 10 minutes will save 1102 tons(t) of nitrogen oxide, 29(t) of particulate matter and 2491(t) of carbon dioxide annually," she says.

GHCAP has formed partnerships with other local agencies to continue its idle-free work. For example, the St. Louis Department of Public Works is helping to implement the "No Idling Zone" campaign and ensure that

the bus drivers are on board. GHCAP also continues to advocate for a state-wide "no idling" law, for ways to make downtown "idle-free" and for other green policies in the city.

Eller says that neighbourhood children have also gotten involved in the idle-free program through an idle-free poster contest. He enthuses that "some students have made it their personal mission to remind bus drivers to stop idling too! Nothing like 'kid power' to help us adults change our ways."

For more information about GHCAP, contact Douglas Eller at douglaase@gracehill.org.

Exhausting Facts From St. Louis

Over 990 school buses provide 21 900 children with transportation to and from school each day in St. Louis, with kids averaging 90 minutes per school day on a bus.

Children's developing lungs breathe 50% more air per pound of body weight than adults (EPA, 4/29/04).

Diesel school buses emit particulate matter and other pollutants in exhaust that when inhaled have been linked to cancer, asthma and allergies and other serious health problems, as well as reduced learning capacity (Clean School Bus USA, 2006).

A child riding a school bus is exposed to as much as 46 times the cancer risk considered significant by EPA and under United States law (National Resources Defense Council, 1/27/01).

Regionally, for the fourth consecutive year, St. Louis scored an "F" for ozone air pollution (smog), according to the American Lung Association State of the Air 2003 report.

St. Louis was listed as the worst of 125 cities with the highest environmental toxicity, according to *Organic Style* cited by the *Journal of Property Management*, November 2003.

As reported by St. Louis Division of Air Pollution Control monitors, North St. Louis has the highest particulate matter reading (particles in the air) in Missouri.



Student Takes “Idle Thoughts” to Owen Sound City Council

Alannah Taylor was looking for inspiration for a science fair project when she noticed how many cars were idling at drive-throughs in her hometown of Owen Sound, Ontario. The Grade 6 student at Derby Public School wondered how much carbon dioxide (CO₂) was coming from the idling vehicles, so she decided to get a calculator and find out. The result: a science project entitled “Idle Thoughts” that caught the attention of Owen Sound City Council!

Armed with data from the World Resources Institute, Taylor calculated that 4.7 kilograms (Kg) of CO₂ were released in just 10 minutes at one drive-through. Interested in seeing how idling at traffic lights would compare, she calculated that those vehicles released about 0.8Kg in the same amount of time. Out of curiosity, Taylor and her dad also tested the length of time spent in a drive-through to order a meal compared with parking their car and walking in. “We saved one minute by parking and walking in, not to mention gas money,” she explains.

After presenting her findings at her school’s science fair, Taylor was invited to share her project at the science fair held at Bayshore Community Centre, where she won a silver medal and two awards (the Bruce Power Energy Award and the Inspired By Nature Award).

That led to an invitation to present her work to Owen Sound’s City Council in September 2008. As someone who believes in finding solutions to environmental problems, Taylor went beyond just showing City Council the data.

She gave it a list of suggestions to reduce CO₂ emissions from idling cars in Owen Sound (*see side bar*).

Taylor says that City Council was receptive to her ideas and expressed interest in considering changes to some local bylaws. Owen Sound has a three-minute idling bylaw, but Taylor says more can be done. “Things like replacing traffic lights with roundabouts can decrease emissions,” she says.

Now in Grade 7, Taylor is thinking of new ways to expand on her “Idle Thoughts” as she continues her education. “I’ve always been interested in the environment and in how global warming would affect my future,” says Taylor. “I believe everyone has to do their part. I wanted to get a head start on doing my part by studying idling for my project, but I plan to keep learning more.”

In the end, says Taylor, reducing idling is mostly up to the people of Owen Sound. “I would like to see people help the environment, and see the City Council set a good example by doing things like driving greener cars and enacting more bylaws.” ■

Alannah’s Wish List for an Idle-Free Owen Sound

- Have people using drive-throughs pay an extra charge to fund conservation and renewable energy projects.
- Allow only limited purchases at drive-throughs.
- Reduce the permitted idling time limit in the Owen Sound anti-idling bylaw.
- Publicize and reinforce the anti-idling bylaw, including more signs downtown.
- Set an example by walking into the store instead of using the drive-through.
- Do not allow any further drive-throughs in Owen Sound.
- Consider changing existing drive-throughs to drive-ups.
- Better timing of traffic lights to reduce idling times.
- Consider using roundabouts instead of traffic lights.
- Plan stores within walking distance in new subdivisions.



Tracking Idling “Otto-matically”

Drivers in select cities in Canada and the United States have welcomed a new “passenger” into their vehicles that is as green as it is black. The Otto-Driving Companion™ (Otto™), a portable road safety device, has been installed in hundreds of vehicles as a feedback system to help motorists improve their driving behaviour.

This is great news for road safety, but what does it mean for idling?

In mid-2008, researchers at the Centre for Sustainable Transportation (CST) at The University of Winnipeg and Persen Technologies Inc. (creator of Otto) tested Otto’s ability to raise driver awareness of idling and greenhouse gas (GHG) emissions. An objective of the study, funded by Natural Resources Canada (NRCan), was to determine if in-vehicle devices like Otto can change driving behaviours.

Mounted on a vehicle’s dashboard, Otto uses global positioning system (GPS) technology to give drivers instant information about their driving environment, such as the vehicle’s speed and location. Through voice prompts and indicator lights, Otto alerts drivers when they exceed posted speed limits or approach potentially hazardous locations. Similar to a black-box recording device, Otto can also store vehicle trip information.

During the study, Otto logged the driving habits, gas costs and idling duration of about 100 motorists in Winnipeg during June and July 2008. An “idling reminder” feature notified study participants of idling occurrences after two and one-half minutes of idling. Researchers felt that this amount of time goes beyond the time spent at an intersection and therefore motorists are just idling unnecessarily.

In Phase 2 of the study, OttoView was tested with a small group of users over three weeks. OttoView provides drivers with on-screen information, such as fuel and total driving costs, trip distance, idling time and emissions produced by their vehicle. The data are helping researchers assess whether drivers change their behaviour when they receive visual and audio feedback of fuel consumption and carbon dioxide equivalent emission rates.

According to Terry Zdan, Research Director at the CST, preliminary results of the study show that Otto’s influence on driving and idling behaviour may depend partly on the message and tone of the audio feedback. “Because most cars currently don’t have feedback mechanisms, many drivers in the study found the audio feedback annoying,” explains Zdan. He believes one challenge will be in making Otto’s tones and messages acceptable to different user groups. “Whereas younger drivers regarded Otto as a backseat driver of sorts, drivers in mature age groups tended to welcome Otto’s feedback,” he says.

Zdan explains that the research has also validated results from an earlier study that estimated nearly 25% of all urban transportation GHG emissions in Winnipeg are from idling or slowly moving vehicles. “The study shows that in peak hour traffic, drivers can expect to spend from 20% to 25% of their time idling.”

The study also revealed that most drivers, regardless of age or gender, are interested in the economic cost of driving and idling. “When offered

options for different screen displays, the screens most people preferred were related to driving cost,” says Zdan. Regardless of what motivates Otto users, the outcome is that using a device such as Otto prompts drivers to reduce speeds and idling times.

The CST’s research on Otto recently perked the interest of researchers at Stanford University in California. In July 2008, Zdan, along with representatives from Persen Technologies, spent two days in Palo Alto demonstrating Otto to Clifford Nass, who plans to incorporate the technology into his research on applied driving behaviour. Researchers hope that if technology such as Otto can change driving behaviours like speeding – which increases GHG emissions – manufacturers will see a market advantage for including this feature in new vehicles.

For more information about Otto, visit www.myottomate.com. To learn more about the Otto research study, visit the CST Web site at <http://cst.uwinnipeg.ca> or contact Terry Zdan at t.zdan@uwinnipeg.ca. ■



The Costs of Idling

One of the cars involved in the Otto study was a fleet vehicle. Over two months, this car used an estimated \$232 of gas, of which \$25 was burned up by idling. Fleet operators can benefit knowing more about how their vehicles are operated.

A 2006 Toyota Corolla in the study group travelled 3154 kilometres (km) in two months. This vehicle spent 22% of its time idling. Most of the idling occurred during peak evening commute trips between 4:00 p.m. and 7:00 p.m. The CO₂ emitted during evening commute times averaged 274 grams per kilometre (g/km) compared with 200 g/km during off-peak evening trips.



Did You Know?

An operating vehicle emits a range of gases from its tailpipe into the atmosphere. Some emissions, principally carbon dioxide (CO₂), are classified as (GHGs) because they are contributing to the changing of the world's climate. With internal combustion engines, no technology exists for eliminating CO₂ emissions, an unavoidable by-product of burning fossil fuels. The one simple and effective way to reduce the production of CO₂ emissions from vehicles is by choosing to eliminate unnecessary vehicle idling.

Other emissions, such as volatile organic compounds (VOCs), particulate matter (PM), carbon monoxide (CO) and oxides of nitrogen (NOX), are criteria air contaminants (CACs). These emissions are known to contribute to air pollution and smog. It is true that CACs from tailpipes in today's gasoline-powered vehicles have been reduced by 99% compared with vehicles built in the 1970s, thanks to advances in engine and emissions control technologies and improved fuel quality standards. However, CAC emission reductions from newer vehicles have been partially offset by the growing number of vehicles on the road and the greater distances we now travel.

While reducing unnecessary idling can save a significant amount of fuel and reduce GHG emissions, the effect on CAC emissions depends upon various factors related to restarting the engine.

A study¹ completed in 2003 concluded that "there is little (CAC) impact in the choice of vehicle operation (idling or shut down) when the vehicle is stopped for durations between 10 seconds and 10 minutes." What this means in terms of CAC emissions is that there is no substantial difference between turning the engine off and restarting it versus letting your gasoline-powered vehicle idle, as both options produce some CAC emissions.

What about diesel-powered vehicles? In general, diesels produce higher levels of particulates and NOX than their gasoline counterparts, and the best way to reduce these emissions is to turn the engine off. This is in addition to the reduction in fuel consumption and CO₂ emissions achieved by turning off the engine. Fewer than 5% of light-duty vehicles in Canada are diesel powered. On the other hand, heavy-duty diesel vehicles, such as school buses, delivery trucks and transit buses, typically have larger diesel-powered engines and more limited emissions controls compared with light-duty vehicles. These vehicles may idle for longer periods in communities and present their own specific CAC concerns and impacts on local air quality. More information on heavy-duty vehicles can be obtained at the FleetSmart Web site at fleetsmart.nrcan.gc.ca.

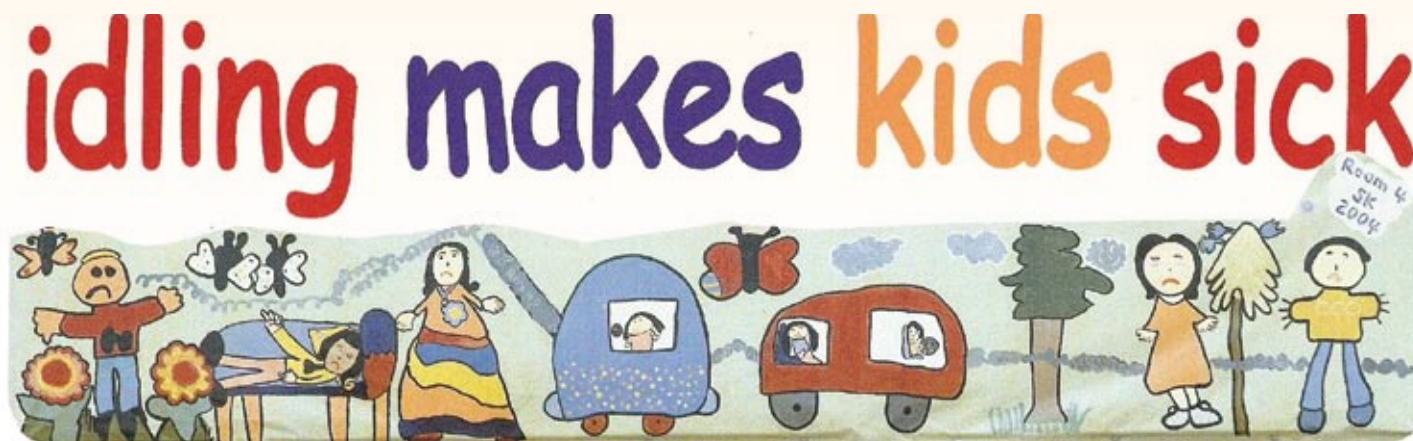
¹*Review of the Incidence, Energy Use and Costs of Passenger Vehicle Idling*. Gordon W. Taylor, P.Eng. Prepared for the Office of Energy Efficiency, Natural Resources Canada, 2003.

Buses Carry Idle-Free Message in East Toronto

Young artists in east Toronto are brimming with pride as their artwork lives on five years after designing an idle-free banner for Gledhill Public School. The colourful 5.5-metre (18-foot) banner was designed by students in 2004 to remind parents and bus drivers to stop idling at their school (previously reported in the Idle-Free Zone, Summer 2005 edition). Now, not only is the banner showcasing the idle-free message at four other schools in east Toronto, it has also been adapted for use on school buses across the Greater Toronto Area (GTA).

Starting in May 2008, Stock Transportation, which operates roughly 900 school buses in the GTA, started displaying bumper stickers using the same artwork created by the students for the banners. Mary-Margaret McMahon, a parent who oversaw the initiative, says that targeting school buses to reduce idling seemed like a logical next step to the banner initiative. However, she notes that it was a challenge to find a bus company willing to post the stickers. "We approached two other bus companies that said no to the idling stickers," she explained. "We were thrilled when Stock agreed to use our stickers on its buses, and the children are excited to see their vision carry on."

As Liam McMahon, one of the young artists exclaims, "It feels cool that our drawing is on so many buses. It will make people think about idling!" ■



Healthy Lungs are the goal in Prince Edward Island

With funding from Environment Canada's EcoAction Community Funding Program, the PEI Lung Association has embarked on a 24-month project to bring together fleet managers from across the province to form the island's first Fleet Manager's Network. The goal of the network is to mobilize members to identify, develop and implement fuel reduction strategies, including anti-idling policies at schools and in Prince Edward Island's two largest cities.

With a mandate to promote lung health, the PEI Lung Association sees the network as one way it can address the growing problem of respiratory disease. Eileen Gaudet, Project Manager, says that a recent study by the Canadian Medical Association demonstrates the urgency for cleaner air. "The study projected that in 2008, 21 000 Canadians would die from the effects of air pollution," she notes.

Through fleet manager network forums, information exchanges, a Web site, newsletters and workshops, the PEI Lung Association hopes to change the idling behaviour of diesel fleet drivers. Joanne Ings, Executive Director, says that to change behaviours, you need to look at what will motivate those who you want to engage. "You need to find the common link between groups," she suggests. "Whereas our motivation to reduce fuel consumption is about

improving lung health, with fleet managers it's about saving money. But once you get in the door with the financial benefits of not idling diesel vehicles, explaining the connections to lung health is not such a stretch."

So far the project has received a positive response from school and government fleet managers. Gaudet says that network members were excited to participate in their first Fuel Management

Workshop, which was sponsored by Natural Resources Canada in spring 2009. "Our members looked forward to sitting down with trained facilitators to discuss fuel management issues."

The Association hopes that down the road, the project can expand its reach to other fleets, such as tour buses, of which Prince Edward Island has plenty. "We plan to promote and profile successes so that our members will be recognized as industry leaders," says Gaudet.

For more information about the Fleet Manager's Network, contact Eileen Gaudet at anti-idling@pei.lung.ca.

For a summary of the Canadian Medical Association study *No Breathing Room: National Illness Costs of Air Pollution*, visit www.cma.ca/multimedia/cma/content/Images/Inside_cma/Office_Public_Health/ICAP/CMA_ICAP_sum_e.pdf. ■



Frequently asked question: Why did NRCan change the 10-second rule to 60 seconds?

The change was made to balance factors such as fuel savings, emissions and component wear. From this perspective, 60 seconds is the recommended interval. You'll save money on fuel, and that should more than offset any potential increased maintenance costs from any extra wear and tear on your starter or battery. And your vehicle won't produce emissions of CO₂, the principle GHG contributing to climate change. However, motorists should keep in mind that idling for more than 10 seconds still uses more fuel and produces more CO₂ than restarting your engine. The message is as follows:

If you're going to be stopped for more than 60 seconds—except in traffic—turn the engine off. Unnecessary idling wastes money and fuel and produces GHGs that contribute to climate change.

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