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Item No. 12.1.3
Transportation Standing Committee
October 26, 2017

TO: Chair and Members of Transportation Standing Committee

SUBMITTED BY: Original Signed
John Traves. QC, Director, Legal, Municipal Clerk and External Affairs

DATE: October 11, 2017

SUBJECT: Idle Free Initiative

INFORMATION REPORT

ORIGIN

March 23, 2017 Transportation Standing Committee

The following items were identified by members of the Standing Committee for commentary by staff:

1. Information regarding other organizations that have worked with Go Green Communications and the Children's Clean Air Network as well as the extent of their respective investments in the Idle Free program.
2. How much the proposed phasing of the Go Green Initiative on HRM's fleet will cost.
3. Changes in technology currently utilized by HRM in managing HRM's fleet, such as new apps, and software to reduce idling and emissions, as well as the potential of utilizing electric vehicles.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, Section 79, (1) The Council may expend money required by the Municipality (AW) (i) as authorized by this Act or another Act of the Legislature.

BACKGROUND

Connection to Council Priority Area: Healthy, Liveable Communities is one of six Council priority outcome areas outlined in the municipality's 2017-21 Strategic Plan.¹ This Council priority area includes an Energy and Environment sub-component that seeks to build resiliency by providing leadership in energy management, sustainability and environmental risk management (both as an organization and in the community we serve). Initiatives designed to lower municipal fleet emissions (as a form of energy management), help to advance Council's Healthy and Livable Communities priority outcome.

¹ See <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/Strategic%20Plan2017-21.pdf>

Anti-Idling Presentation: On March 27, 2017, Ron Zima presented to the Transportation Committee Standing Committee.² He provided an overview of the mandates and activities of the Children's Clean Air Network (CCAN), GoGreen Communications (GoGreen) and Richmond Sustainability Initiatives. Mr. Zima also outlined a proposed a multi-year, GoGreen-led anti-idling initiative that would include:

- Gathering municipal fleet data to establish key performance indicators and build an idling-reduction baseline (E3 fleet review);
- Delivery of formal idle-free driver training/education (pilot and roll-out);
- Implementation of a three-year idle-free strategy for the municipality's fleet;
- Independent evaluation of the municipality's idling-reduction policies, practices and performance (E3 fleet rating); and
- Execution of an idle-free focused public outreach campaign.

DISCUSSION

In fulfilment of the Transportation Standing Committee's request, this report outlines:

Part I: Organizations associated with Children's Clean Air Network and GoGreen Communications;

Part II: Costs to implement a GoGreen-led emissions reduction initiative; and,

Part III: Current municipal policies and technologies aimed at reducing motor vehicle idling and emissions.

PART I: Information regarding other organizations that have worked with Go Green Communications and the Children's Clean Air Network as well as the extent of their respective investments in the Idle Free program.

Children's Clean Air Network: The Children's Clean Air Network (CCAN)³ is a non-profit dedicated to reducing vehicle emissions and improving air quality through public campaigns and community engagement. The network represents itself as bringing together like-minded partners to promote its IDLE-Free for our kids™ Campaign (a grass-roots initiative launched in 2006). While it operated, the non-profit worked collaboratively with a broad range of community partners on anti-idling awareness-raising initiatives (including television spots and speaking engagements).

Table 1: Children's Clean Air Network Project Collaborators

Aerobics First	Lung Association of PEI
The Chronicle Herald	Dr. Richard Goldbloom
Lung Association of NS	CTV News
Marketwired	Mic Mac Mall
News 95.7	Revolve
Metro News	Peter Kohler Windows
Stock Transportation	Rotary Club of Halifax
Green Nexus - One Million Acts of Green	Fusion Print + Imaging
Doctors Nova Scotia	Halifax (Dartmouth Natal Day Parade)
JIVE Photographic	Canada Games Centre
Saint Mary's University	Enactus Saint Mary's
Port of Halifax	Spider Video

² <http://legacycontent.halifax.ca/boardscom/SCtransp/documents/170323tscApprovedMinutes.pdf>

³ Nova Scotia Registry of Joint Stocks registration number 32277725. Federal charitable registration number 807820956 RR0001.

Halifax Regional School Board	NS Department of Education
Nova Scotia Community College	Town of Kentville
Town of Wolfville	Best Toyota
Hillcrest Volkswagen	Colonial Honda
Halifax Chrysler	Nova Scotia Automotive Sector Council
C100 / The Bounce	The Salvation Army
City Mazda	Clean Nova Scotia
Dalhousie University (Eco Efficiency Centre)	Dartmouth Kiwanis
EastLink	Ecology Action Centre
Efficiency Nova Scotia	National Tour Association
Motor Coach Industries (MCI)	Ambassatours Gray Line
Scotia Speedworld	2010 Vancouver Winter Olympics
United Motorcoach Association	Allison Transmission
Kings-Edgehill School	MacPhee Chevrolet
MacPhee Ford	CJCH

GoGreen Communications: GoGreen Communications Inc. is a for-profit business that promotes corporate social responsibility and helps organizations save money and reduce vehicle emissions through idle-free initiatives.⁴ GoGreen is the Atlantic Canadian delivery partner/agent for the E3 Fleet program (operated by Richmond Sustainability Initiatives). GoGreen lists both the Halifax Port Authority⁵ and Ambassatours Gray Line⁶ as clients.

Richmond Sustainability Initiatives (RSI): Richmond Sustainability Initiatives (RSI) is a not-for profit environmental consulting group based in Toronto with satellite offices in Florida and British Columbia.⁷ The company's activities fall within two areas of focus: (1) green fleet management and operational efficiency⁸; and (2) energy, green building, and sustainable film.⁹ RSI lists sixteen government and private sector entities as its clients. Since October 2016, RSI has managed the E3 Fleet program (see below).¹⁰

Table 2: Richmond Sustainability Initiatives (RSI) Clients

Canadian Broadcasting Corporation	Union Gas Limited
Department of Fisheries & Oceans	Ontario Shared Services
Ontario Clean Water Agency	Ontario Catholic District School Board
Ontario Ministry of Energy	NBC Universal Media
Ontario Ministry of Transportation	World Green Building Council Secretariat
The Ontario Beer Store	Net Zero Energy Home Coalition
Sustainable Development Technology Canada	Corporate Knights
British Columbia Ministry of Labour, Citizens' Services, and Open Government	

⁴ See <http://thegogreenagency.com/>

⁵ See <https://www.slideshare.net/RonZima/halifax-port-authority-idlefree-case-study>

⁶ See <https://www.slideshare.net/RonZima/building-an-idlefree-culture-at-ambassatours-gray-line-2009-2016>

⁷ See <http://richmondsustainability.org/>

⁸ Through the analysis and identification of optimization and environmental accreditation strategies for vehicle fleets of all types.

⁹ For example, through projects that support energy efficiency, renewable energy and waste management and reduction in these sectors.

¹⁰ The Fraser Basin Council launched E3 Fleet in 2006 in cooperation with Climate Change Central (Alberta) and Fleet Challenge.

E3 Fleet: E3 Fleet is a green fleet review and rating program that helps public and private sector fleets meet green performance standards.¹¹ E3 Fleet offers information and tools to help clients increase fuel efficiency in their fleet, reduce harmful emissions, manage expenses, and incorporate new technologies, fuels and best management practices. E3 Fleet product offerings include both fleet review and fleet rating.

- **Fleet Review:** This is an independent review of a fleet's performance, offering an analysis of key performance indicators and opportunities for improvement.
- **Fleet Rating:** This is an independent rating of a fleet's performance (Bronze, Silver, Gold, or Platinum). Ratings are based on the fleet's action plan, training and awareness, idling reduction, vehicle purchasing, fuel data management, operations and maintenance, trip and route planning, utilization management, fuel efficiency, and greenhouse gas performance.

E3 Fleet's clients are primarily local governments located in British Columbia and Ontario.

Table 3: E3 Fleet Clients

City of Camrose	Eterra
FortisBC	City of Cambridge
City of Colwood	Regional Municipality of Halton
Township of Langley	City of Kitchener
City of London	London Hydro Inc
Town of New Tecumseth	City of Merritt
City of Nanaimo	Town of New Tecumseth
District of Saanich	City of New Westminster
City of Revelstoke	City of Richmond
City of Spruce Grove	County of Simcoe
Corporation of the City of Windsor	City of Thunder Bay
City of Victoria	District of Chetwynd
City of Courtney	City of Kitchener
City of Penticton	City of Surrey
City of Williams Lake	University of British Columbia

¹¹ E3 stands for Energy, Environment, and Excellence. See <http://www.e3fleet.com/>

PART II: How much the proposed phasing of the GoGreen Initiative on HRM's fleet will cost.

Projected costs are broken down below for the five components of the emission reduction initiative (as proposed by Ron Zima of GoGreen). Estimates are based, in part, on public data available on Richmond Sustainability Initiatives' E3 Fleet web site.¹² If the municipality engages an outside service provider to provide idling-reduction consulting services, the municipal procurement policy would apply to the awarding of a vendor contract.

- **Fleet Review:** If a comprehensive E3 fleet review is conducted, the cost to the municipality would be \$9,200 (variable rate based on fleet size).¹³
- **Driver Training:** Costs to the municipality would depend on duration of training, the pay scale of the individual employees trained and the number of employees involved. GoGreen proposed a 100-person driver-training-pilot and a subsequent roll-out to all municipal employees who operate corporately owned vehicles. A per-seat price driver training cost was not quoted by GoGreen.
- **Fleet Rating:** The cost for an E3 fleet rating would be \$3,500 (flat rate).¹⁴
- **Communications:** Costs to the municipality would depend on the nature and scope of any public outreach/communications strategy employed. Communication-strategy-related details have not been solicited by staff, however, GoGreen's web site describes the company's approach to idle-free branding.¹⁵ The municipality has in-house communications expertise that could be utilized to communicate emissions-reduction messaging.
- **Ongoing Membership:** Assuming E3 Fleet membership is maintained, the cost to the municipality would be \$750 annually.

Projected/actual costs, may be partly offset by cost-savings associated with the implementation of an anti-idling initiative. The extent of any cost savings (if any) are difficult to quantify, particularly because the municipality currently is pursuing a range of emission-reduction-related activities (see below for details).

PART III: Changes in technology currently utilized by HRM in managing HRM's fleet, such as new apps, and software to reduce idling and emissions, as well as the potential of utilizing electric vehicles.

Vehicle emissions produce pollutants that contribute to climate change, smog and acid rain. Reducing fleet-related emissions requires: energy conservation (using less energy); improved energy efficiency (doing more with the same amount of energy); and cleaner sources of energy. These approaches to improving air quality are applied in GHG reduction plans across the world and are currently being applied to our vehicle fleet. The municipality has adopted the following fleet-greening approaches:

- ensuring that new vehicles are always procured with efficiency and emissions in mind;¹⁶
- ensuring vehicles are maintained to operate efficiently; and
- changing driver behaviour (idle reduction, speed reduction, etc.).

¹² See <http://www.e3fleet.com/>

¹³ Based on a fleet size of approximately 1,700 municipally owned vehicles.

¹⁴ Note that these cost calculations do not account for wages paid to municipal employees during the idle-free training/instruction period. Costs would be variable depending on duration of training, the pay scale of the individual employees trained and the number of employees involved.

¹⁵ See <http://thegogreenagency.com/GoGreenBranding.html>

¹⁶ Green vehicle procurement initiatives apply to the acquisition, lease, and rental of municipal vehicles.

The policies and technologies outlined below are aimed, in part, at achieving these goals.

A) Emission Reduction Policies and Operational Standards

Community Energy Plan: The Community Energy Plan (CEP) is one of the municipality's priority plans under the Regional Plan. The municipality is currently developing an updated CEP with a lens out to 2030.¹¹ The existing CEP addresses both corporate and community actions to help the municipality reduce energy consumption and greenhouse gas emissions and arrive at a more energy efficient, sustainable, livable, and greener community. As part of the ongoing CEP review, staff is assessing the current fleet of municipal vehicles and evaluating the viability of switching to plug in hybrid, or battery electric vehicles. Amount of time idling is within scope of this fleet review.

Vehicle Right Size Filter: In 2009, the municipality adopted a procurement filter to better ensure that the right vehicle is selected for the intended operational requirements, while minimizing environmental impact and total long term costs. Operational and functional requirements are reviewed prior to the budgeting and requisitioning of fleet vehicles. This ensures that our municipal fleet is versatile (to accommodate winter and summer operations), appropriate (to ensure the right equipment for operational requirements) and environmentally progressive. Vehicles are selected based on average or usual anticipated use.¹⁷ Occasional vehicle needs that exceed the capacity of the selected vehicle are met through vehicle sharing or renting.

Anti-Idling Policy: In 2008 the municipality implemented a vehicle anti-idling policy which limits engine idling to 3 minutes (see Attachment 2). The formal anti-idling policy applies to equipment and corporate fleet vehicles used by municipal employees in the performance of their duties. A similar anti-idling policy has been adopted by Halifax Transit and has been incorporated into its Operators' Handbook (see Attachment 3). Certain exceptions are set out in the corporate fleet anti-idling policy and in the Halifax Transit Operators' Handbook, including operation in stop-and-go traffic, operating vehicles under extreme weather conditions and operation at times when the health and safety of the employee or others may be jeopardized. The anti-idling policy statements are meant to: reduce air pollution from vehicle and equipment exhaust; promote energy conservation; reduce noise pollution; reduce wear and tear on municipal vehicles and equipment; and reduce vehicle/equipment-related operational costs

Municipal Driver Training: Since 2008, the municipality's driver training programs have been designed to encourage municipal drivers to:

- conduct pre-trip inspections to identify problems that could contribute to unnecessary fuel consumption or on-the-road breakdowns;
- avoid rush-hour traffic jams or racing against the clock to reach their destination;
- use progressive shifting techniques;
- keep idling and revving to a minimum; and
- practice defensive driving techniques to ensure a smooth, safe and fuel-efficient ride.

Halifax Transit has partnered with Canadian Urban Transit Association (CUTA) and Natural Resources Canada on the SmartDriver program.¹⁸ Halifax Transit currently introduces SmartDriver

¹¹ See CEP 2016 Update: 2-year strategy towards a new 10-year CEP
https://www.halifax.ca/sites/default/files/documents/about-the-city/energy-environment/HRM%20Community%20Energy%20Plan%20-%202016%20Update%20Report_0.pdf

¹⁷ Where possible, medium duty vehicles are used instead of heavy duty vehicles and light duty vehicles are used instead of medium duty vehicles.

¹⁸ The SmartDRIVER program is designed in a Train-the-Trainer format. See
<http://www.smartdriverfortransit.com/>

principles in their basic operator training program for new bus operators. Bus operators are also trained on Halifax Transit's policy on starting buses indoors, and on the municipality's anti-idling policy. Corporate Fleet vehicle operators are trained in defensive driving techniques, vehicle inspections and made aware of the municipality's anti-idling policy.

Vehicle Facility Design: In 2010, the Ragged Lake Transit Centre (RLTC) was opened. This Halifax Transit facility was built to a LEED¹⁹ silver standard with indoor storage that eliminates the requirement to idle vehicles during winter months. Halifax Transit is looking to expand internal storage space for vehicles at Ragged Lake as the facility is now at its internal-storage-capacity. The Burnside Transit Centre (BTC)²⁰ building redesign is expected to include indoor storage that will eliminate the requirement for winter idling.

B) Emission Reduction Technologies

Green Vehicles and Alternative Fuels: As the municipality purchases new vehicles to replace old units, it is shifting toward better all-round fuel efficiency and reduced GHG emissions. Available green vehicle technologies include hybrid electric systems, battery electric vehicles, and fuel cell electric vehicles. Green fuel/energy options include natural gas-based fuels, biofuels, hydrogen, and electricity.

In 2013, following a two-year pilot project,²¹ EMP mini-hybrid thermal systems²² were installed on 57 Halifax Transit buses. The retrofits reduced engine emissions/GHG (8%), reduced fuel consumption (3,067 litres/year) and lowered maintenance costs (\$668/year/bus). Retrofitted buses also produced less noise. Halifax Transit vehicles acquired since 2013 have all been outfitted with the EMP mini-hybrid thermal system to further reduce Halifax Transit fleet GHG emissions.

Currently, the municipality is reviewing the feasibility of integrating compressed natural gas (CNG) and Electric Vehicles (EVs) into the municipal fleet.

- **Compressed Natural Gas:** Natural gas is a cheaper fuel per unit energy than either gasoline or diesel. Natural gas has also been shown to emit fewer greenhouse gases and air contaminants than gasoline and diesel (per unit energy).

In 2013, the municipality retained Stantec Consulting Ltd. to provide a high-level cost-benefit analysis of converting the municipal fleet from conventional fuels to natural gas.²³ Stantec concluded that the Halifax Transit fleet and municipal waste fleet warranted additional analysis and that the municipality's emergency services fleet had special operational requirements that made conversion to natural gas unsuitable. Ownership of the municipal waste management fleet has been transferred to third parties. Those third parties currently deliver waste management services under contractual agreements with the municipality. As

¹⁹ LEED stands for Leadership in Energy and Environmental Design. LEED-certified buildings are resource efficient. They use less water and energy, reduce greenhouse gas emissions and save money.

²⁰ Higher ceilings, upgraded HVAC and outdoor fueling facilities are required to meet safety and environmental regulations.

²¹ In 2010 a EMP mini hybrid system pilot project was initiated. The trial included the installation of systems on 15 buses.

²² The EMP mini hybrid system replaces a transit bus' traditional hydraulic fan system with slide-in, controllable electric fan package.

²³ See

<http://legacycontent.halifax.ca/boardscom/SCenv/documents/ExploratoryStudyConversionofHRMFleettoNaturalGasAttachment.pdf>

such, further analysis of the waste management fleet is no longer necessary (vis-à-vis a compressed natural gas conversion).

In 2015, the municipality engaged Clean Energy Canada²⁴ to review the capital cost implications, and building design implications associated with Halifax Transit moving to compressed natural gas (CNG) vehicles.²⁵ A CNG business case (for Halifax Transit) will be completed before the end of the year.

- **Electric Vehicles (EVs):** Electric vehicles (EV's) offer a cleaner alternative²⁶ to the usage of fossil fuels, are quieter, reduce noise pollution and are generally less costly to operate and maintain. EVs, however, have a limited range and operate more efficiently in areas of greater density with continuous service. EV charging stations have been included in some of Halifax's new buildings.

In 2016 Halifax Transit partnered with Nova Scotia Power (NSP) to study the feasibility of moving to electric transit buses.²⁷ The pending feasibility study will determine the best battery technology and infrastructure configuration for Halifax Transit's network, topography and environment.²⁸ An EV business case (for Halifax Transit) will be completed before the end of the year.

Automatic Vehicle Location (AVL) Monitoring – Municipal Support Vehicles: The municipality is installing automatic vehicle location (AVL)²⁹ technology in its municipal support fleet vehicles. AVL/GPS³⁰ technology can be used to monitor driving behaviours including: idling; harsh braking; hard acceleration; harsh cornering; speeding; engine abuse (revving up engine above 7000 RPM); and fuel consumption. Ongoing monitoring allows the municipality to collect reliable vehicle operation data that is both season-specific and department-specific.

AVL Custom Reporting – Municipal Support Fleet Vehicles: The municipality's existing AVL/GPS based system (installed in municipal support fleet vehicles) can generate vehicle operation reports to support field operations, fleet management and trend analyses.³¹ Automated reporting, for municipal support vehicles, is possible using pre-set-parameters to generate daily, weekly, monthly and quarterly vehicle-operation reports. Real time email alerts can be sent to a driver's immediate supervisor when a pre-set driving behaviour rule is broken (including extended idling). Data can be extracted in a user-friendly format and can be used to help manage driver-behaviour-modification initiatives.

²⁴ See <http://cleanenergycanada.org/>

²⁵ Halifax Transit is currently in the functional design phase of the Burnside transit facility property and have taken into scope the requirements of CNG.

²⁶ Arguments have been made that the greenhouse gas emissions are similar between vehicles with internal combustion engines and electric vehicles in Nova Scotia due reliance on fossil fuels to generate electricity. However, Nova Scotia Power has set progressive targets to reduce emissions and more renewable and alternative electricity generation technologies continue to be implemented.

²⁷ See <http://www.halifax.ca/council/agendasc/documents/161004ca1412.pdf>

²⁸ Most jurisdictions across North America employ a mix of fuels to meet their transit service obligations: electric/diesel; electric/diesel/hybrid or electric/CNG.

²⁹ Automatic vehicle location (AVL) is a means for automatically determining and transmitting the geographic location of a vehicle. This data, from one or more vehicles, may then be collected by a vehicle tracking system to manage an overview of vehicle travel.

³⁰ Global Positioning System (GPS), is a global navigation satellite system that provides geolocation and time information to a GPS receiver anywhere on or near the Earth where there is an unobstructed line of sight to four or more GPS satellites.

³¹ Northern Business Intelligence currently provides the municipality with an AVL solution from Geotab. Geotab is a provider of AVL services in North America based out of Oakville, Ontario.

Automatic Vehicle Location (AVL) Monitoring – Halifax Transit: Halifax Transit's existing AVL system provides limited vehicle metrics data that can be used to approximate bus idling time. Halifax Transit's Technology Roadmap calls for investment in bus sensors that could provide enhanced tracking of, and reporting on, bus operation metrics (including engine idling).³² Vehicle-monitoring-related hardware purchase decisions will be made by Halifax Transit in 18-24 months' time.

FINANCIAL IMPLICATIONS

None. This report is for information purposes only.

COMMUNITY ENGAGEMENT

No community engagement was conducted.

ATTACHMENTS

Attachment 1 – E3 Fleet Schedule of Costs (Fleet Review, Fleet Rating and Annual Membership)
Attachment 2 – Halifax Regional Municipality Vehicle Anti Idling Policy | August 2008
Attachment 3 – Halifax Transit Operators' Handbook and Daily Planner (anti-idling excerpt)

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Scott Sheffield, Community Developer, Government Relation and External Affairs 902.490-3941.

Report Approved by: Maggie MacDonald, Managing Director, Government Relation and External Affairs 902.490-1742.

³² The automated vehicle management project, that is part of Halifax Transit's Technology Roadmap.

Attachment 1 – E3 Fleet Schedule of Costs (Fleet Review, Fleet Rating and Annual Membership)

Table 5: E3 Fleet Review Fees

Fleet Size	Fee
0-49	\$2,200
50-249	\$2,700
250-499	\$4,600
500 – 1000	\$7,000
1001 – 1999	\$9,200
Per each additional 1000 vehicles	\$2,000

Table 6: E3 Annual Membership Fees³³

Fleet Size	Annual Fee
0-49	\$250
50-249	\$300
250-499	\$400
500 – 1000	\$500
1001 – 1999	\$750
Per each additional 1000 vehicles	\$250

Table 7: E3 Fleet Rating Fees

Fleet Size	Fee
All fleet sizes	\$3,500

³³ For more about E3 Fleet membership, see http://www.e3fleet.com/membership_services.html

Attachment 2 – Halifax Regional Municipality Vehicle Anti Idling Policy | August 2008

Policy Intent: HRM is committed to becoming a healthy, sustainable and vibrant community. This includes an integrated systems approach to clean air, land, water and energy through a sustainable approach to the services and programs we deliver. Vehicle emissions produce pollutants that contribute to climate change, smog and acid rain, some of the biggest environmental problems facing our planet today. Reducing unnecessary idling has a positive effect on our air, land and water.

Policy Statement: The Halifax Regional Municipality has established a Vehicle Anti Idling Policy, which places limitations on engine idling. The policy applies to all vehicles used by HRM employees in the performance of their duties.

Definitions:

Idling means the engine is running while the vehicle is stationary or the piece of equipment is not performing work.

Vehicle means any on road, or off road, self propelled vehicle that is required to be registered and have a licence plate issued by the Department of Motor vehicles

Equipment means any self propelled/person operated equipment used in support of Municipal operations and services. (lawn mowers, bush cutters, boat engines, etc.)

Purpose: The purpose of the policy is to reduce the effect of HRM operations on our physical environment by:

- Reducing air pollution from vehicle and equipment exhaust
- Promoting energy conservation
- Reducing noise pollution
- Reducing wear and tear on HRM vehicles and equipment
- Reduce operational costs

Idling limitations: To ensure we approach vehicle idling in a consistent manner, all employees operating Municipal Vehicles and Equipment must adhere to the following idling limitations:

- Vehicles shall never be left idling when unattended
- Engine warm up periods will not exceed one (1) minute (provided air pressure for air brake systems are fully charged and all safety provisions are in place)
- Vehicles shall be shut down whenever idling periods are expected to exceed one (1) minute
- HRM vehicles are not permitted to access “drive through services” as this too is unnecessary idling

Exceptions: As with all policies there will be some scenarios which are not conducive to the implementation of the limitations described above. Therefore, exceptions to this policy have been identified and only exists under the following circumstances:

- For vehicle maintenance and diagnosis purposes (to be kept to a minimum)
- Under extreme weather conditions or any other time when the health and safety of the employee or others may be jeopardized.
- To enable proper snow/ice clearing from vehicles.
- If the unit is not expected to be able to restart due to a mechanical problem. In this case, the vehicle is to be sent to Fleet Services for repair.
- Vehicles that need to be running to support operational requirements or while on an emergency scene

- Transit Vehicles in revenue service while carrying passengers.
- Engine is immediately required to power auxiliary equipment. (Hoist, lift platforms, hydraulic pumps, water pumps, etc.)

This policy does not apply to typical stop and go traffic or when the unit is used for traffic control and is required to be running.

Attachment 3 – Halifax Transit 2017 Operators’ Handbook and Daily Planner (Anti-Idling Excerpt)

3. Anti-Idling

A consistent approach is taken across all Halifax business units to ensure that all employees operating municipal vehicles adhere to the following limitations:

- Vehicles shall never be left idling when unattended
- Engine warm up periods will not exceed one minute
- Vehicles shall be shut down whenever idling periods are expected to exceed one minute

Halifax Transit operators are expected to adhere to the three minute rule.

Specifically, during any layover in excess of minutes, operators are expected to shut down the bus. This also adheres to engine warm up periods which should not exceed minutes prior to departure time (provided air pressure for air brake systems are fully charged and all safety provisions are in place). Exceptions to this policy have been identified and only exist under the following circumstances:

- For vehicle maintenance and diagnosis purposes (to be kept to a minimum)
- Under extreme weather conditions (heat/cold) or any other time when the health and safety of the employee or others may be jeopardized
- To enable proper snow/ice clearing from vehicles
- If the unit is not expected to be able to restart due to a mechanical problem. In this case, the vehicle is to be sent to bus maintenance for repair
- Vehicles that need to be running to support operational requirements or while on an emergency scene
- Transit vehicles in service while carrying passengers
- Engine is immediately required to power auxiliary equipment. (Hoist, lift platforms, hydraulic and water pumps, video surveillance, cameras, MDTs, communication radios, etc.)
- This policy does not apply to typical stop and go traffic or when the unit is used for traffic control and is required to be running