FINAL VERSION

As adopted by UMT on 19th July 2022

**No-Idling Policy for Vehicles**

**Introduction**

Engine idling, the unnecessary running of an internal combustion engine of a stopped vehicle, is a widespread and unregulated practice in Ireland.[[1]](#footnote-1) Idling causes multiple types of harm. Running an internal combustion engine (ICE) produces toxic air pollutants with short and long-term impacts on people’s health. Exposure to toxic air pollutants is greatest for those nearest the idling vehicle. Idling also contributes significant climate-warming emissions.

There is evidence of idling by both cars and delivery trucks on UCC campus. Idling by delivery vehicles is particularly problematic because these vehicles arrive throughout the working day when most people are on campus and when exposure to pollutants would be highest. Moreover, delivery vehicles include many highly polluting older diesel trucks.

Engine idling is inconsistent with UCC’s Sustainability Strategy and Green Campus ethos. It is an avoidable

* waste of fuel
* contribution to climate change
* source of air pollutants
* harm to the health of the UCC community

**Purpose**

The policy is intended to reduce harm to our community and the environment, inform people about the harm caused by vehicle idling to public health and the environment, and align with UCC’s environmental ambitions.

The goals of the proposed no-idling policy are:

1. To eliminate vehicle idling by staff, students, visitors, delivery drivers and contractors on UCC premises and reduce vehicle emissions of air pollutants (CO, NOx, particulate matter) that are harmful to the UCC community and neighbourhood.
2. To reduce Scope 3 emissions of climate forcing agents (specifically CO2 and Black Carbon particles associated with engine idling).
3. For staff and students to adopt no-idling practices when driving UCC vehicles off-campus.
4. To communicate the no-idling policy to UCC’s community and visitors to campus and raise awareness about the harms of engine idling to people and the environment.
5. For UCC to demonstrate societal leadership and to use its no-idling policy as a tool to inform and educate wider society – and policy makers – on the health and environmental harms of vehicle idling.

**Definitions**

Engine idling is understood to be the unnecessarily running of an internal combustion engine while the vehicle is parked or stopped.

**Scope**

This policy applies to all such vehicles (UCC, private or commercial) and their drivers, whether staff, students, visitors, taxis, buses, delivery vans and trucks, and contractors’ vehicles on UCC campus grounds (1) and in its immediate surroundings (2).

It also applies to UCC-owned or hired vehicles off campus.

**Subject of the Policy**

(1) Idling of the engine for all internal combustion engine powered vehicles (petrol, diesel, etc.) is not allowed while the vehicle is parked (even for short times) within UCC premises.

(2) Idling of the engine of all such vehicles is actively discouraged in the vicinity of UCC premises.

Exclusions:

* vehicle engine running to drive secondary functions (e.g., cryogenic and refrigeration units, cement mixers, ice-cream trucks, etc.)
* running the vehicle’s engine to de-ice windows prior to driving
* any other genuine reason similar to the above

**Roles and Responsibility**

* Buildings and Estates will communicate the policy to staff and students via internal communication channels and
* Erect signage at vehicle entrances to notify drivers of the policy.
* Procurement Office will inform suppliers and contractors of this no-idling policy in purchase orders and contracts.

**Enforcement**

Compliance with a well-communicated no-idling policy is expected to be high. Breaches of this policy will be addressed by General Services as deemed appropriate.

It is proposed that this policy comes into effect on 1st September 2022

1. Ireland is an outlier among developed countries in that it has no specific legislation on vehicle idling. [↑](#footnote-ref-1)