

Strengthening the City of Ottawa's Idling Control By-law

Working document – last updated June 20, 2022

For more information: climatechange@centretowncitizens.ca

Purpose

WHEREAS, on April 24, 2019, City Council declared a Climate Emergency for the purposes of naming, framing, and deepening our commitment to protecting the economy, ecosystems, and community from climate change;

WHEREAS Ottawa experienced a three-week-long occupation in winter 2022 which resulted in residents walking through and breathing in vehicle exhaust fumes at a level more than 14 times higher than the average for Ottawa;

WHEREAS the link between greenhouse gas emissions, including those from vehicles, and air pollution, climate change, and heat island effects is well researched and evident;

WHEREAS gasoline and diesel prices have recently increased to over \$2.00 per litre, making operating a vehicle more expensive;

WHEREAS it has been shown that, contrary to popular belief, running the engine is not an effective way to warm up a car in the winter, and that idling can actually negatively impact an engine's useful life; and

WHEREAS Ottawa's current anti-idling bylaw (Idling Control (By-law No. 2007-266)) is rarely enforced and written with many exemptions or unclear directions;

An Anti-Idling Working Group of Community Associations proposes several recommendations for strengthening the City of Ottawa's Idling Control Bylaw to align better with the City's declaration of a climate emergency, noting that enforcement of the bylaw is currently very minimal and ineffective, and that the bylaw has many items that should be clarified.

Further, the collective requests that City staff move forward with a full, comprehensive by-law review of By-law No. 2007-266 as a priority in the new term of council, recognizing that the by-law is very outdated and not in line with the declaration of a climate emergency by the City.

A complete analysis of the current By-law No. 2007-266 and recommendations for its improvement, as prepared by the community associations, follows.

Introduction

Representatives of the Centretown Community Association, Glebe Community Association, Vanier Community Association, and Hintonburg Community Association propose the following changes to the City of Ottawa’s [Idling Control By-law](#) (No. 2007-266) and its enforcement.

These recommendations come following the occupation of Ottawa by the so-called Freedom Convoy in January/February 2022. The near-incessant idling of vehicles throughout the downtown core was a reminder of the health and environmental impacts of idling, particularly in concentrated areas. It is well known that idling can cause “hot spots” of air pollution around the city, particularly where traffic starts and stops frequently. Idling has repercussions on both health and the environment. We know from the idling of the occupation downtown for three weeks that breathing in vehicle exhaust is harmful. Diesel exhaust includes “arsenic, formaldehyde, benzene, and many of these have been shown to cause cancer and affect the cardiorespiratory system” (source: Paul Villeneuve, environmental epidemiologist at Carleton, via [CBC News](#)). A strong Idling bylaw would reduce adverse health effects from unnecessary emissions of nitrogen oxides, carbon dioxide, sulphur dioxides, volatile organic compounds and fine particulate matter. Exhaust can irritate the nose and throat, and cause long-term damage like asthma, decreased lung function, cardiac disease, and cancer. Environment and Climate Change Canada estimates air pollution contributes to 15,000 premature deaths each year. Outdoor air doesn’t stay outdoors; it can seep into interior spaces and continue to affect people’s health.

Idling vehicles that run on fossil fuels like gas and diesel also contribute to climate change. Each litre of gasoline that is used produces about 2.3 kg of CO₂, or 2.7 kg of CO₂ for each litre of diesel. Although idling seems to be a way to alleviate the perceived discomfort of sitting in a car in hot or cold weather, there is a domino effect of idling causing pollution, furthering climate change and extreme weather patterns, which just leads to needing to idle more for that same level of comfort. According to [Natural Resources Canada](#): “if Canadian motorists avoided idling for just three minutes every day of the year, CO₂ emissions could be reduced by 1.4 million tonnes annually. This would be equal to saving 630 million litres of fuel and equivalent to taking 320,000 cars off of the road for the entire year. Eliminating unnecessary idling is one easy action that Canadians can take to reduce their GHG emissions that are contributing to climate change.”

Running an engine also creates other emissions, such as volatile organic compounds (VOCs), carbon monoxide (CO) and oxides of nitrogen (NOX), which are criteria air contaminants (CACs) and known to contribute towards air pollution and smog (source: [Natural Resources Canada](#)).

Natural Resources Canada provides [guidance](#) on writing and strengthening anti-idling bylaws.

The recommendations are as follows:

Improvements to Bylaw Text	Temperature Thresholds <i>*priority for summer 2022</i>
	Fine <i>*priority for summer 2022</i>

	Time Thresholds
	Exemptions
	Improved Definitions
Improvements to Enforcement	Enforcement and Reporting
	Public Education Campaign
	City / OC Transpo Vehicles
	Drive-Thrus

Temperature Thresholds

Current Bylaw Text

“The City’s Idling Control By-law (By-law No. 2007-266) prohibits drivers from idling their vehicles for more than three minutes in a given 60-minute period, when the temperature is between 5°C and 27°C (including the humidex calculation and wind chill value as determined by Environment Canada).”

Issue/Deficiency

Based on [Environment and Climate Change Canada weather data for Ottawa](#), only five months of the year between April 2021 and March 2022 had both daily highs and lows between 5°C and 27°C. When considering monthly averages, it is seven months in that same time frame. As a result, idling is permitted under the by-law for around half of the year based on temperatures alone.

The City of Ottawa itself acknowledges that it will expect “four times as many very hot days over 30 degrees Celsius – that’s an increase to 43 days per year from the current 11” and that the “number of days below -10 degrees Celsius will decrease by 35 per cent” due to climate change (source: [Climate Resiliency webpage](#)). As a result, those temperatures during which idling is currently permitted (over 27°C) will only increase in frequency.

According to the [National Center for Atmospheric Research’s Center for Science Education](#), pollutants from idling cars become more visible in the winter. The cold air will also trap pollution at the surface when it is prevented by higher layers of warm and cold air from rising. In sunny, hot weather, ground-level ozone can be made more efficiently because the reactions that create ozone require sunlight. (Humidity can help to decrease ozone pollution.) Still, “the extreme heat and stagnant air during a heat wave increases the amount of ozone pollution and particulate pollution.”

Ottawa has acknowledged that it will experience more heat waves as climate change progresses. As a result, idling in extreme temperatures is particularly problematic from a health perspective.

Comparison to Other Major Cities

[Perth](#) (Bylaw 4091-1): no temperature threshold indicated.

[Gatineau](#) (Bylaw 300-6-2008): no temperature threshold indicated.

[Vancouver](#) (Bylaw 9344): no temperature threshold indicated.

[Toronto](#) (Municipal Code, Chapter 517): no temperature threshold indicated.

[Edmonton](#) (Bylaw 14600): prohibits idling in temperatures over 0°C.

[Montreal](#): provides “Exceptions related to weather conditions”:

- All vehicles: when the outdoor temperature is below -10°C and the engine is used to heat the inside of the vehicle with a person on board.
- All vehicles affected by frost or glazed frost: for the time it takes to make the vehicle safe to drive.

Banff: idling is not allowed at all.

Markham: idling is permitted when the temperature is below 0°C or above 30°C.

New York State: heavy duty diesel trucks and buses may not idle for more than 5 minutes in a row unless the temperature is less than 25°F (-3.8°C) and the vehicle is stopped for 2 hours.

Recommendation(s)

Remove temperature thresholds entirely, *or* at least widen the threshold so that idling is prohibited for the vast majority of the year.

Prohibit idling during *all* extreme heat or cold events when pollution can be more detrimental to health.

Fine

Current Bylaw Text

“When a person has been convicted of an offence under this by-law,

the Ontario Court of Justice, or

any court of competent jurisdiction thereafter may, in addition to any other penalty imposed on the person convicted, make an order prohibiting the continuation or repetition of the offence by the person convicted.”

Issue/Deficiency

The fine for idling is not currently identified in the bylaw text. At this time, it is \$125 per offence.

It goes without saying that having a low fine for idling is a weak deterrent, particularly for individuals in higher income brackets.

In response to the Freedom Convoy occupation, the City of Ottawa [temporarily increased](#) the fine for idling to \$1,000. The increase was only applicable in the downtown core where the occupation was concentrated. It is unclear if any fines specifically for idling were enforced during the occupation.

Comparison to Other Major Cities

Gatineau: the fine is \$50.

Vancouver: “Every person who commits an offence against this By-law is punishable on conviction by a fine of not less than \$250.00 and not more than \$10,000.00 for each offence, except that the fine under section 2.7 is not to be less than \$50.00. Every person who commits an offence of a continuing nature against this By-law is liable to a fine not less than \$250.00 and not more than \$10,000.00 for each day such offence continues.”

Edmonton: the fine is a minimum of \$250 and a maximum of \$10,000. Fines are doubled for any subsequent offence.

Toronto: the fine amount is not specified in the bylaw.

Montreal: the fine amount is a minimum of \$50 and a maximum of \$200.

[Perth](#): the fine is \$8. The town has acknowledged that this is insufficient.

London, Ontario: Fine is a minimum \$50 to a maximum of \$5,000.

Okotoks, Alberta: Fine is \$250.

[New York City](#): The Department of Environmental Protection (DEP) enforces the idling law. Fines range from \$300 to \$2,000 USD.

New York State: The New York State Department of Environmental Conservation (NYSDEC) enforces this law. Fines range from \$250 to \$15,000 USD.

Recommendation(s)

Increase the fine to at least \$1,000 permanently to dissuade people from idling.

Alternatively, create separate fine amounts for individual citizens idling and for commercial vehicles idling. Make the fines sufficient to dissuade idling (e.g., \$500 for individuals but \$1000 for commercial).

Implement a second, higher fine for multiple infractions (e.g., \$1000 for individuals but \$2000 for commercial).

The revenue from enforcing the idling bylaw should be directed to implementing more electric vehicle infrastructure in the city. The city is promoting electric vehicles as a cleaner alternative to gas/diesel vehicles, and is investing in EV charging facilities to make it easier for drivers to charge in various locations. Given the importance of the transition to EVs in reducing transportation-related GHG emissions, it is most appropriate to transfer funds collected through idling fines to the expansion of EV charging infrastructure.

Time Thresholds

Current Bylaw Text

“No person shall cause or permit a vehicle to idle for more than three (3) consecutive minutes in a sixty (60) minute period.”

Issue/Deficiency

There is a misconception that idling a car is helpful for its functioning, particularly in the winter to “warm up” the battery. In fact, idling is actually not good for cars – it doesn’t help the engine or battery, because they are designed to run when the car is moving. According to [Natural Resources Canada](#) (NRCan), idling for more than 10 seconds uses more fuel and produces more CO₂ than restarting your engine. NRCan recommends turning off the engine any time the vehicle will be stopped for longer than 60 seconds.

Comparison to Other Major Cities

Perth: no threshold indicated.

Gatineau: maximum of three minutes in any given 60-minute period.

Vancouver: maximum of three consecutive minutes in a 60-minute period, or while unattended and unlocked.

Edmonton: maximum of five minutes within any 30 minute period when parked in an area designated as no idling.

Toronto: maximum of one minute per 60-minute period.

Montreal: threshold depends on the type of vehicle:

- Gasoline engine: maximum three minutes per period of 60 minutes.
- Heavy vehicle diesel engine: maximum five minutes per period of 60 minutes.
- Heavy vehicle diesel engine when the outdoor temperature is below 0°C: maximum 10 minutes per period of 60 minutes.

New York City: maximum of three minutes, except in a school zone, where the limit is one minute.

New York State: heavy duty diesel trucks and buses may not idle for more than 5 minutes in a row unless the temperature is less than 25°F (-3.8°C) and the vehicle is stopped for 2 hours.

United States: the Environmental Protection Agency's Smartway and Drive Wise programs both recommend turning the engine off if you're stopped for more than 30 seconds (source: [Natural Resources Canada](#)).

Europe: the recommended guidelines for turning engines off are 10 seconds in Italy and France, 20 seconds in Austria, 40 seconds in Germany, and 60 seconds in the Netherlands (source: [Natural Resources Canada](#)).

Recommendation(s)

Reduce the time threshold to one minute maximum of idling in a 60-minute period.

Exemptions

Current Bylaw Text

The bylaw currently allows for 12 exemptions. The full bylaw text is copied in Appendix A.

Issue/Deficiency

[Natural Resources Canada](#) identifies that a weakness of an anti-idling bylaw is to allow too many exemptions. "While most of the exemptions are reasonable when examined individually, the effect of having a large number of exemptions is to create a patchwork law that is unevenly applied to some vehicles in some circumstances. Some enforcement officers report that this frustrates citizens who call to lay a complaint about idling vehicles in their communities, only to discover that the vehicles are exempted from the provisions of the by-law for one reason or another. Municipalities that wish to make their by-laws more credible and enforceable should consider reducing the number of exemptions." Furthermore, not having well-defined exemptions can make them easy to abuse.

Comparison to Other Major Cities

To reduce the length of this main document, the full list of exemptions that other major cities have applied is included as Appendix A.

Gatineau: 9 exemptions.

Vancouver: 6 exemptions.

Edmonton: 15 exemptions.

Toronto: 11 exemptions, including for boats.

Montreal: 7 exemptions.

Banff: exemptions apply to the following types of vehicles: emergency, public utilities, municipal, towing service, and refrigeration-equipped motor vehicles.

New York City: 2 exceptions only: legally authorized emergency motor vehicles, and vehicles whose engine is used to operate a loading, unloading or processing device.

New York State: exemptions apply when the engine is powering an auxiliary function such as loading cargo, unloading cargo, or mixing concrete; when running the engine is required for maintenance; and when fire, police, utility, or other vehicles are performing emergency services.

Recommendation(s)

Reduce the list of exemptions to only a short number, such as medical/emergency purposes. Clarify what is meant by “emergency services”; police or bylaw waiting for a call or supervising traffic should not be an emergency.

This can be used to encourage emergency services to transition to zero-emission vehicles.

Clarify what is not an exemption.

Improved Definitions

Current Bylaw Text

Definitions currently include “idle”, “mobile workshop”, “normal farm practice”, “private transit vehicles”, and “vehicle”.

Issue/Deficiency

Unclear or incomplete definitions of key components make for more difficulties with enforcement. They can allow for loopholes or confusion.

Comparison to Other Major Cities

Vancouver: provides definitions for “bus”, “idle/idling”, “motor vehicle”, and “truck”.

Edmonton: the bylaw is not specific to idling; it also includes noise control, property maintenance, etc. There is only a definition for “idling” that is specific to idling.

Toronto: provides definitions for “boat”, “idle”, “mobile workshop”, “official”, “transit vehicle”, and “vehicle”.

Montreal: defines only “motor vehicle”: Motor vehicles include cars, commercial vehicles, heavy vehicles, passenger vehicles, road vehicles, and tool vehicles. Snowmobiles, motorized all-terrain vehicles and motorized vehicles designated to travel off a public road are also considered motor vehicles.

Hamilton: provides definitions for “park”, “parking”, and “stand” or “standing”. “Park” or “Parking” means the the standing of motor vehicle, whether occupied or not, and includes when Standing temporarily for the purpose of and while actually engaged in loading or unloading merchandise. “Stand” or “Standing” means the halting of a Motor Vehicle, whether occupied or not, except for the purpose of and while actually engaged in receiving or discharging passengers.

Additional definition for “stopover” and “layover”. “Stopover” means a scheduled delay of a maximum of fifteen (15) minutes at a transit vehicle terminal to allow transit vehicles to adjust to service schedules. “Layover” means a stopping point along a transit route for a maximum of fifteen (15) minutes to allow transit vehicles to adjust service schedules;

Recommendation(s)

Add definitions to help differentiate between parking and standing/stopping, layover and stopover, etc.

Expand definitions to explicitly include boats, winter equipment like snowmobiles, and all equipment running on fossil fuels.

Enforcement and Reporting

Current Bylaw Text

“The Director of By-law and Regulatory Services is responsible for the administration of this by-law, including the enforcement thereof.”

Issue/Deficiency

In a May 2022 response to a Council Member Inquiry Form submitted by Councillor Menard at the EPWWM, the City provided the following statistics:

“By-law and Regulatory Services has received 4,257 idling service requests since the enactment of the by-law [in 2007]. Table 1 shows the number of complaints and the action taken for the last three years.

Year	Service Requests	Verbal Warnings	Bylaw Infraction Notice	Patrol Negative	Unfounded
2019	226	21	8	22	1
2020	225	7	0	50	4
2021	217	3	2	9	0

Complaints are mostly settled through warnings and education rather than with the issuance of fines.

Complaints originating from the core of the City often include complaints about tour buses that are idling and people that pick up other people in front of office buildings at the end of their working day. Complaints from suburban areas often relate to parents dropping off or picking up their children at schools, and from people on neighbouring properties.”

At this time, residents need to call 3-1-1 to report a vehicle. It takes a while just to speak to someone at 3-1-1, then for a by-law office to action the call. In that time, the person idling may be long gone.

Comparison to Other Major Cities

Montreal: the Montréal police department (SPVM) is responsible for enforcing applicable by-laws.

[Perth](#): “since 2017, town hall had received five idling complaints – and three of those were vehicles that were exempt from the bylaw (e.g. Hydro vans that needed to be running to power equipment.) Another complaint was made after hours and could not be followed up on since bylaw officers were not available, and another vehicle had left the scene by the time officers arrived.”

New York City: New York City developed the [Citizens Air Complaint Program](#), a public health campaign that invites — and pays — people to report trucks that are parked and idling for more than three minutes, or one minute if outside a school. Those who report collect 25 percent of any fine against a truck by submitting a video just over 3 minutes in length that shows the engine is running and the name of the company on the door. Nearly 11,500 idling tickets were issued last year [2021], more than double the 5,000 issued in 2019 before the law took effect (source: [NBC New York](#)).

Washington, DC: while D.C. doesn't offer an award system yet, the city has streamlined citizen enforcement against commercial vehicles through its main 311 app, used to report everything from potholes to rodent issues. The main threshold is the same as NYC's: complaints can be made against commercial trucks, buses, and vans. Electrek tried out the D.C. app and was impressed with how easy it was for residents to submit complaints.

Recommendation(s)

Incorporate citizen enforcement into the enforcement practice, similarly to New York City. Ottawa could start with volunteers from community associations as a pilot.

Improve reporting mechanisms/options for idling vehicles. Implement an online reporting option as part of ServiceOttawa online.

Public Education Campaign

Current Bylaw Text

The bylaw does not currently speak to public education.

Comparisons to Other Major Cities

Gatineau: there is signage in park areas, around libraries, school zones; and brochures in libraries. Their [webpage](#) on idling says, "You may be getting cooler, but the planet's getting warmer... Turn off your engine! / Même au frais, on réchauffe la planète... Coupez le moteur!"

Edmonton: the city has produced resources for a [Be Idle Free campaign](#).

Kitchener: [Kitchener is unlikely to ticket many idling drivers](#). The city has an idling by-law, but emphasizes the importance of education and a complaints-based system. This allows the City to keep track of all cases and to target idlers (i.e., installing anti-idling signage based on where complaints were filed).

Perth: the town has installed town entry signs that say that "this is a no-idling community." The town's [bylaw 4091-1](#) says that it will focus anti-idling activities on education. Educational materials are provided to bylaw officers to speak with motorists.

New York City: the city partnered with rock star and environmentalist Billy Idol to launch a public awareness Anti-Idling campaign.



Recommendation(s)

Work with community associations, Ottawa Public Health, schools, condominium buildings, or other community groups to develop community-specific signage that will remind drivers not to idle.

Install signage in areas where idling is likely, such as: school drop-off/pick-up zones, restaurants, OC Transpo/STO layup areas, large shopping areas, transit parking lots, etc. Install signage in any city informational areas, such as near highway signs as drivers enter the city.

Use social media (and other) messaging, including frequent updates about health impacts of idling, citizens' concerns (e.g., video of parents speaking to their concerns for their children when drivers idle by schoolyards).

Use social media and other messaging to explain fuel and money saved by not idling, and the advantages of using the stop-start technology built into most gas/diesel vehicles (many drivers disable this, rather than taking time to get used to it).

Ask the Ontario Ministry of Transportation to reinforce the negative impacts of idling in driving training courses and the Official Ministry of Transportation (MTO) Driver's Handbook, including penalties, so that new drivers are immediately made aware. Most importantly, urge MTO to add idling infractions to the list of those subject to demerit points (reference: [MTO](#)).

Natural Resources Canada provides [guidance](#) on anti-idling campaigns.

City / OC Transpo Vehicles

Current Bylaw Text

“vehicles engaged in providing City services which vehicles shall be subject to the City’s Vehicle and Equipment Idling Policy dated June 2002, Number FS01;”

Issue/Deficiency

Just walking around the downtown core, it is not uncommon to see city vehicles (including bylaw vehicles) idling for extended periods of time, both as the employee is working outside of the vehicle or while an employee(s) is inside the car. For instance, the intersection at Albert and Kent very often has OC Transpo buses idling as their drivers wait for their next route. When there are multiple buses idling at one time, the odour of diesel can be potent and the impacts on surrounding air quality obvious.

Furthermore, it is unclear whether this idling policy has been updated since 2002. This policy likely also requires renewal.

It is unclear whether this policy also applies to companies/individuals contracted by the city.

Recommendation(s)

Make public the Vehicle and Equipment Idling Policy dated June 2002, Number FS01.

Either update the policy or incorporate city vehicles and OC Transpo into the Idling Control bylaw.

Ensure that enforcement of the anti-idling bylaw or policy is happening for city vehicles and OC Transpo.

Incorporate the principles of anti-idling into driving training.

Provide alternate areas for OC Transpo buses to wait for their next routes.

Work with STO to reduce idling of their public transit vehicles when in Ottawa.

On April 27, 2022, it was reported that the [City of Ottawa covers the price of tickets](#) issued to employees for infractions identified by photo radar and red light camera. It is highly recommended that the City require its employees to be ticketed for idling infractions and to pay their idling fines out of their own pockets.

Drive-Thrus

Current Bylaw Text

The bylaw currently does not make any reference to drive-thrus.

Issue/Deficiency

According to Perth, anti-idling bylaws cannot be enforced at drive-thrus because they are private property.

Recommendation(s)

Do not allow new developments or major renovations for fast food/coffee or other services (e.g., banks) to include drive-thrus. While not eliminating idling, prohibiting new drive-thrus will at least keep emissions from rising substantially.

Include in social media messaging that discourages use of drive-thrus, emphasising positive health impacts of “getting out of your vehicle” rather than sitting, as well as air quality for you , drive-thru staff, and others who live/work nearby.

Require a surcharge fee for drivers using drive-thru lanes.

Appendix A: Bylaw Exemptions

Full Text of the Ottawa Idling Control Bylaw exemptions

“Section 2 shall not apply to,

- vehicles assisting in an emergency activity;
- mobile workshops while they are in the course of being used for their basic function;
- vehicles where idling is required to repair the vehicle or prepare it for service;
- armoured vehicles where a person remains inside the vehicle while guarding the contents of the vehicle or while the vehicle is being loaded or unloaded;
- vehicles required to remain motionless because of any emergency, traffic, weather condition or mechanical difficulty over which the person driving the vehicle has no control;
- vehicles engaged in a parade or race or any other event authorized by Council;
- private transit vehicles while passengers are embarking or disembarking en route or in terminals;
- vehicles transporting a person where a medical doctor certifies in writing that for medical reasons a person in the vehicle requires that temperature or humidity be maintained within a certain range;
- occupied vehicles when the temperature outside the vehicle is greater than twenty-seven degrees Celsius (27°C) including the humidex calculation or less than five degrees Celsius (5°C) including the windchill value as determined by the Environment Canada temperature readings;
- vehicles engaged in providing City services which vehicles shall be subject to the City’s Vehicle and Equipment Idling Policy dated June 2002, Number FS01;
- vehicles engaged in a normal farm practice; or
- vehicles, including hybrid vehicles, that eliminate the emission of greenhouse gases and criteria air contaminants during the idling phase of operation.”

Comparison to Other Major Cities

Gatineau: exemptions include:

- emergency vehicles;
- taxis between November 1 and March 31 when there is someone in the car;
- heavy vehicles when the motor has to be running for a pre-departure inspection, as provided under section 519.2 of the Highway Safety Code;
- a vehicle at a standstill because of a traffic jam, heavy traffic, traffic light or mechanical problem;

- a vehicle that has to be kept running during its maintenance or repair;
- a heavy vehicle whose engine generates power for auxiliary equipment used at work, or a vehicle that has a heating or cooling system to conserve merchandise or transport animals;
- an armoured security vehicle when it is on duty;
- a vehicle that runs on hydrogen or electricity, or a hybrid vehicle; and
- a vehicle that is coated in frost or freezing rain until it is cleared enough for safe driving.

Vancouver: exemptions include:

- Vehicle is attached to equipment, and the equipment needs power from the engine in order to run, for a commercial or public purpose.
- Emergency vehicle in the course of performing its duties, including training.
- Motor vehicle assisting in an emergency.
- Armoured vehicle used to transport money or valuables, while loading or unloading.
- Motor vehicle in the course of a race or parade approved by Vancouver City Council.
- Bus while passengers are loading or unloading.

Edmonton: exemptions include:

- All motor vehicles when the outdoor temperature is less than zero degrees Celsius and only to allow safe vehicle operation and maintain clear windows.
- Motor vehicles licensed to provide for hire transportation services to the public.
- Vehicles transporting medically fragile people.
- Fire, police, medical services or other similar emergency motor vehicles while engaged in operational activities.
- Motor vehicles assisting in emergency activities.
- Motor vehicles in which the engine is used to operate auxiliary equipment that is essential to the basic function of the vehicle.
- Motor vehicles containing equipment that must be operated inside or in association with the vehicle.
- Motor vehicles idling in compliance with the manufacturer's written directions concerning proper vehicle performance and proper vehicle safety.
- Armoured motor vehicles in the course of being loaded or unloaded.
- Motor vehicles using heating or refrigeration systems powered by the vehicle engine for the welfare or preservation of perishable cargo.
- Motor vehicles in which proper ventilation system function is required to clear interior window surfaces of accumulated condensation, but only for the minimum period of times to allow safe visibility.
- Motor vehicles remaining motionless for brief periods of time, not to exceed three consecutive minutes, due to emergency, traffic conditions, weather conditions, a traffic control device or as directed by a peace officer.
- Motor vehicles idling where required for the purposes of servicing or repairing the vehicle.
- Motor vehicles engaged in a parade, race or other event authorized by the City.

- Motor vehicles operating solely on electric power or those idling without the use of an internal combustion engine.

Toronto: exemptions include:

- Police, fire or ambulance vehicles or police or fire boats engaged in operational activities or training activities, but not where idling is substantially for the convenience of one or more of the operator or a passenger in the vehicle or boat.
- Vehicles or boats assisting in an emergency activity.
- Ferry boats operated by the City of Toronto or the Toronto Harbour Commissioners providing service to the Toronto Islands, including the Toronto Island Airport.
- Boats, unless the boat is at anchor or tied to a dock.
- Mobile workshops while they are in the course of being used for their basic function.
- Vehicles or boats where idling is required to repair the vehicle or boat or to prepare a vehicle or boat for service.
- Armoured vehicles where a person remains inside the vehicle while guarding the contents of the vehicle or while the vehicle is being loaded or unloaded.
- Vehicles or boats required to remain motionless because of an emergency, traffic, weather conditions or mechanical difficulties over which the operator of the vehicle or boat has no control.
- Vehicles or boats engaged in a parade, a race or any other event authorized by Council.
- Transit vehicles while passengers are embarking or disembarking.
- A vehicle or a boat transporting a person where a medical doctor certifies in writing that for medical reasons the person in the vehicle or the boat requires that temperature or humidity be maintained with a certain range.

Montreal: exemptions include:

- Emergency vehicles (ambulances, fire trucks, etc.).
- Taxis.
- Vehicles with an engine used for work purposes, such as refrigerating meals or keeping meals hot.
- Vehicles immobilized by a traffic jam or heavy traffic, or vehicles stopped at a traffic light.
- Armoured motor vehicles.
- Electric or hybrid vehicles.
- Heavy vehicles, when the engine is checked prior to departure.

Banff: exemptions apply to the following types of vehicles: emergency, public utilities, municipal, towing service, and refrigeration-equipped motor vehicles.