

Attachment 1: Recommended components and timeline of a ban on two-stroke engine equipment

May 2025

The below outlines the proposed bylaw if Council adopts the recommendations comprising Option B, which would set out a general restriction on two-stroke engine equipment and exceptions to the restriction, following a phased-in timeline, as outlined in Table 1.

Restricted and Permitted Equipment

The proposed ban restricts the use of all two-stroke engine equipment, with exemptions, as set out in Table 1. Once the ban has been fully implemented the use of all two-stroke engine equipment would be banned with the following exemptions:

- Large chainsaws.
- Stone-saws, plate tampers and concrete saws.
- Snow blowers and other equipment used primarily in Toronto to remove snow or ice.
- Engines used for transportation (e.g. motorcycles, mopeds, scooters, etc.).
- Equipment that is being used for emergency work, including work done by any level of government or any of its agencies or agents (e.g. to clear electrical and telecommunication cables of tree branches after extreme weather).
- Electricity generators.

The exemption list is related to immediate protection of human health (in the case of emergency work and electricity generators), accessibility and mobility (snow blowers and modes of transportation) and lack of feasible alternatives (i.e. large chainsaws and other saws listed above). The City reserves the right to remove equipment from the exemption list as zero-emission outdoor power equipment technology improves.

Implementation Timeline

The proposed ban on two-stroke engine equipment would take effect January 1, 2030. This timeline allows for equipment replacement through attrition (as described in the Staff Report: Transitioning towards zero-emission outdoor power equipment). In 2030, certain two-stroke engine equipment will be banned (Table 1). The list of banned equipment expands to include two-stroke engine leaf blowers in 2031 with a seasonal time-of-use exemption to allow for wet leaf clean-up in the fall. In 2033 the seasonal exemption will be removed as it is predicted that the zero emission equivalents will be able to sufficiently complete wet leaf clean-up.

Table 1: Recommended implementation timeline of a ban on two-stroke engine equipment.

Date into force	Banned equipment	Exemptions
January 1, 2030	Two-stroke engine: - string line trimmers. - hedge trimmers. - pole saws. - pruning chainsaws. - push mowers.	All other gas-powered small engine equipment.
January 1, 2031	Above equipment plus two-stroke engine leaf blowers.	<ul style="list-style-type: none"> - Fall season exemption, October 1 to November 31*, for two-stroke leaf blowers. - Large chainsaws. - Stone-saws, plate tampers and concrete saws. - Snow blowers and other equipment used primarily to remove snow or ice. - Engines used for transportation (e.g. motorcycles, mopeds, scooters, etc.). - Equipment that is being used for emergency work, including work done by any level of government or any of its agencies or agents (e.g. to clear electrical and telecommunication cables of tree branches after extreme weather). - Electricity generators.
January 1, 2033	All two-stroke engine equipment.	<ul style="list-style-type: none"> - Large chainsaws. - Stone-saws, plate tampers and concrete saws. - Snow blowers and other equipment used primarily in Toronto to remove snow or ice. - Engines used for transportation (e.g. motorcycles, mopeds, scooters, etc.). - Equipment that is being used for emergency work, including work done by any level of government or any of its agencies or agents (e.g. to clear electrical and telecommunication cables of tree branches after extreme weather). - Electricity generators.

* to accommodate wet leaf clean-up.

Note: Marine engines are not listed as exempt as they are out of the City's jurisdiction and as such would not be subject to the ban.

Responsibility for Compliance

The ban compliance is the responsibility of the owner of the property on which the work is being undertaken regardless of whether the banned equipment is owned or operated by the property owner, a tenant, or a third-party service provider such as a landscaping or maintenance company.

This is similar to the Ontario Building Code, where the responsibility is on property owners to ensure compliance with the Ontario Building Code when undertaking construction, renovation, or demolition on their property. According to the Code, it is the property owner's duty to obtain the necessary permits and ensure compliance, not the responsibility of the contractors performing the work.

This is also similar to speeding tickets and parking fines, where the owner of the vehicle is responsible, regardless of who was driving or parking the vehicle at the time of the infraction.

The City of Portland has also followed this approach to reduce potential inequities being placed on landscape workers who do not have a choice in the equipment provided by their employer.

Inclusion in the Administrative Penalty System (APS)

In 2017, the City, as part of its commitment to customer service improvements, introduced APS to enable motorists to dispute parking violations through an administrative review process instead of a court-based system. The APS only results in fines and is a simplified, municipal process with no court involvement. The APS is being expanded to include other offenses in the future and it is recommended that if a ban on two-stroke engine equipment is adopted, that it be included in this expansion. The resources associated with this inclusion are being explored.

Until the City develops the APS, contravention of the bylaw would be considered an offence under the Provincial Offences Act. Once the City expands APS, the bylaw would be modified accordingly.

Proposed implementation plan overview

It is recommended that implementation of the bylaw be phased in over eight years as follows:

2025 (year 1): Enactment of the bylaw with effective date January 1, 2030.

2026 to 2029 (years 2 to 4): During this four-year window period, the City will focus on program development, ban notification and compliance assistance to increase public and business awareness. Awareness campaigns for businesses will focus on encouraging equipment replacement through attrition, so that in the years leading up to the ban new two-stroke equipment is not purchased as a replacement for equipment that reaches end-of-use.

2030 to 2033 (year 6 to 8): This will be the first years the ban is legally in effect. Education and awareness campaigns will continue to be carried out. Activities will continue to focus on notification and compliance assistance programming. It is recommended that potential infractions would be investigated based on complaints received by the City. The first offence would be a warning and education provided to the property owner. Complaints that report two or more units being used simultaneously would be prioritized.