

Attachment 8. Idling Update

The information below addresses Council's direction ([2025.IE19.2](#), Decision Part 3) to provide recommendations on how to enhance enforcement and compliance by drivers of diesel trucks with Toronto's Idling Control By-law.

Background on Current Practice

Enforcement of the Idling Control By-law is conducted by two Transportation Standards Officers (TSO's) in the "On-Street Permit Parking" unit of the Transportation Services (TS) Division. These officers are responsible for overall enforcement of the permit parking by-law as well as the Idling Control By-law on both public and private property. Enforcement is complaint-based and focuses on education and compliance which is consistent with how idling is enforced in other Ontario jurisdictions, as well as how TS enforces other by-laws in its mandate. Concerned residents can register a complaint with 311, providing detailed information (e.g. the make, model, license plate, location, time, etc.) of the vehicle in question. Staff send a notice of violation (NOV) letter to the address associated with the vehicle containing a warning, providing education about the harms of idling, and describing possible fines. In the event of repeat offenders, a by-law officer may be deployed to observe and enforce a fine. Between 2023 and 2025, staff issued over 1,500 NOV letters to idling vehicle owners. Of these, approximately three percent (45) were repeat offenders. Additionally, approximately 70 per cent of the complaints received were from the same individual.

Staff currently do not differentiate, or record data related to vehicle type (i.e., private automobile versus commercial). This, however, can be recorded in the future through the licence plate registry system provided by the Ministry of Transportation Ontario. While it may not be apparent whether a vehicle operates on gas versus diesel, it can reasonably be assumed that most large commercial trucks would be powered by diesel fuel, which likely can be validated by officers in the field.

Recommended Approach to Enhanced Enforcement

The recommended approach to enhance compliance is to conduct periodic blitzes, i.e. seasonally with two to three blitzes per year. These have been conducted in previous years with tickets and summons being issued. While no new additional staff would need to be hired for this approach, since blitzes involve a larger area and concentrated effort, staff from other units in the TS Division will need to be temporarily re-assigned in order to make a meaningful impact on idling enforcement and compliance. The presence of numerous enforcement officers provides a visible deterrent to encourage compliance.

Over time, however, experience has shown that resource constraints and other enforcement priorities have limited staff ability to sustain these idling enforcement blitzes on a regular basis. Future blitzes could be considered on a case-by-case basis dependent on resource availability and priorities in other TS units. The implementation of a sustained proactive enforcement regime would require additional staff resources beyond the current two TSOs deployed from the Parking unit. The number and type of staff required to administer this would vary depending on the scope of enforcement desired.