



## DEFENSE LOGISTICS AGENCY

LAND AND MARITIME  
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### MEMORANDUM FOR DISTRIBUTION

SUBJECT: Installation Personal and Non-Tactical Vehicle/Equipment Idling Policy

1. PURPOSE: Per the references, this document establishes an anti-idling policy to reduce air and noise pollution, promote energy (fossil fuel) conservation, decrease wasteful fuel consumption, and reduce non-tactical vehicle/equipment (NTV/E) engine wear and maintenance costs.

2. APPLICABILITY: This policy applies to all installation military service members, federal civilians, government contractors, and tenants utilizing privately owned vehicles (POVs)/non-tactical vehicles.

3. DEFINITIONS:

- a. "Idling" means operating the engine of the POV or NTV/E while stationary.
- b. "Non-Tactical Vehicle" means any government-owned or leased, self-propelled, commercial vehicle item that is required to be registered and have license plates.
- c. "Non-Tactical Equipment" means any government-owned or leased self-propelled/person-operated, commercial equipment item used in support of installation or activity operations and services.
- d. "Privately Owned Vehicle" means any vehicle such as an automobile operated by an individual that is not owned or leased by a government agency and is not commercially leased or rented by an employee under a government rental agreement for use in connection with official government business.

4. SCOPE: This policy establishes operating guidelines for non-tactical vehicles, non-tactical equipment, delivery vehicles, freight carriers, and non-tactical emergency response units to follow while operating on Defense Supply Center Columbus (DSCC) property.

This policy is being implemented to:

- a. Reduce unnecessary vehicle idling;
- b. Protect the health of our workforce and visitors from harmful emissions;
- c. Improve air quality;
- d. Reduce wasted fuel;
- e. Reduce excess engine wear.

5. BACKGROUND:

- a. Department of Defense Instruction 4500.36 (DoDI 4500.36), dated 31 DEC 2019, provides: “NTV programs must, to the maximum extent practicable, achieve maximum fuel efficiency and ensure the acquisition of alternative fueled vehicles, and the use of alternative fuels...”
- b. Excessive or unnecessary idling of NTV/E is wasteful of scarce resources (fuel and funding), causes unnecessary wear to the NTV/E engines, increases maintenance costs, and contributes to air and noise pollution.
- c. Excessive idling is considered NTV/E misuse and as such, many Department of Defense (DoD) installations have anti-idling policies in place.
- d. One hour of idling consumes approximately one gallon of fuel. The engine wear associated with one hour of idling is the equivalent of approximately 33 miles of engine operation. Idling further causes unnecessary and premature engine wear due to the minimal oil pressure/lubrication generated. Diesel engines power a variety of NTV/E on the installation and can actually cool down during periods of cold weather idling. This cooling leads to inefficiency and heat loss within the passenger cabin of the NTV/E, if so equipped.
- e. Although Franklin County currently meets the Federal standards for atmospheric particulate matter (PM 2.5), it has failed to meet this standard as recently as 2012. In addition, Franklin County has not met the Federal standards for atmospheric ozone (8-hour) since 2011. Unnecessary idling contributes to increases in these targeted air pollution values. Cumulative increases in these values over time could result in future cost-mandated controls; thereby increasing DSCC operational costs.
- f. Exhaust fumes from idling vehicles pose an unnecessary health risk to our employees, drivers, and the community at large. Drivers are exposed to elevated levels of exhaust while a vehicle is idling due to the lack of air circulation that typically occurs while the vehicle is in motion.
- g. Studies have shown that the most efficient way to warm up a vehicle is to drive it. Modern vehicles equipped with electronic fuel injection need no more than 30 seconds of idling on winter days before driving. The catalytic converter, an emissions control device that converts toxic pollutants in exhaust gas to fewer toxic pollutants, does not operate efficiently when it is cold. This causes untreated engine emissions to pass through the exhaust system. Driving a vehicle warms the catalytic converter more rapidly than idling and reduces the amount air pollution emitted into the atmosphere.

## 6. POLICY:

- a. It is the policy of this installation that each driver will be responsible for ensuring their vehicle does not idle unnecessarily. Vehicles must be turned off when parked and should not be restarted until loading or unloading is complete, and the vehicle is ready to depart.
- b. Vehicles shall not be left unattended and idling.
- c. Operators of vehicles including, but not limited to: cargo and passenger vehicles, shuttle buses, material handling equipment, engineering equipment; shall not idle internal combustion engines for longer than one (1) minute.

- d. Engines idling longer than one (1) minute must be turned off unless the vehicle is performing a mission and the idling is an essential part of that mission.
- e. Idling of vehicle engines to sustain climate control is not considered an essential part of a mission unless the current outside ambient air temperature is either:
  - 1. Above 88° Fahrenheit (inclusive of heat index);
  - 2. Below 32° Fahrenheit (inclusive of wind chill).
- f. All vehicle operators will be familiar with idling policy procedures prior to initial and subsequent operation.

7. EXCEPTIONS: This anti-idling policy does not apply to:

- a. Non-tactical emergency response units (police, fire, etc.);
- b. Military working dog vehicles actively containing a military working dog;
- c. Electric Vehicles;
- d. Trailer engines used for the purpose of controlling freight temperature;
- e. Electrical generators and firefighting water pumps;
- f. Vehicles, while stopped in traffic, or stopped at the direction of traffic control devices;
- g. Idling performed during testing, servicing, repairing, or diagnostic evaluations;
- h. The utilization of NTV/E for military training requirements;
- i. NTV/E operations associated with:
  - 1. Disaster relief/humanitarian operations;
  - 2. Winter storm response activities/snow removal;
- j. Vehicle operators with a medical condition requiring a climate-controlled environment;
- k. Mobile police command center vehicles;
- l. NTV/E with manufacturer-recommended warm-up procedures which prescribe idling in excess of one minute.

8. POINT OF CONTACT: For questions regarding this policy, contact the Environmental Division at [DSCC.Environmental@dla.mil](mailto:DSCC.Environmental@dla.mil).

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