

# Turn Off the Key, Protect Air Quality.

Help Reduce Emissions from Idling Diesel Vehicles.



Emissions from heavy-duty diesel vehicles contribute to unhealthy levels of fine particles, ozone and air toxics. The unnecessary idling of these vehicles increases harmful emissions and raises overall transportation costs by increasing fuel consumption. On average, truck drivers idle their engines about 8 hours per day for more than 300 days per year. This idling consumes approximately 960 million gallons of diesel fuel annually.

In addition, it emits 11 million tons of carbon dioxide, 180,000 tons of nitrogen oxides and 5,000 tons of particulate matter each year. Because of the air quality and health concerns associated with unnecessary idling, the Department of Natural Resources has implemented regulations to control heavy-duty diesel vehicle idling in Missouri. Regulations, 10 CSR 10-2.385 and 10-5.385, require that all commercial, public and institutional diesel vehicles in the affected counties limit their idling to 30 minutes while waiting to load or unload at a location. In addition, passenger load and unload locations are prohibited from causing or allowing vehicles covered by this regulation to idle for more than five minutes in any 60 minute period. Vehicles are also limited from idling for more than five minutes when not waiting to load or unload in any 60 minute period, unless the vehicle meets one of the exemptions.

## Health Effects

Exposure to harmful diesel emissions including fine particles can lead to a variety of health concerns. For the same load and engine conditions, diesel engines emit 100 times more sooty particles than gasoline engines. Particle pollution is especially dangerous because it contains microscopic solids and liquid droplets that can get deep into the lungs. Numerous studies link particle pollution exposure to increased hospital admissions and emergency room visits for respiratory distress—and even to death from heart or lung diseases. Diesel emissions also contribute to the formation of ground-level ozone, a dangerous lung irritant, which is of particular concern in St. Louis and Kansas City. Therefore, control measures like idle-reduction are an important part of protecting air quality and public health.

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## Exceptions and Exemptions

Here are some of the exceptions that apply (see the regulations for others):

- A bus may idle for no greater than 15 minutes in any 60 minute period to maintain passenger comfort when non-driver passengers are on-board.
- An occupied vehicle with a sleeper berth compartment may idle for purposes of air conditioning or heating during government mandated rest periods.
- A vehicle may idle when powering work-related mechanical or electrical or straight truck refrigeration, but not for cabin comfort or to operate non-essential on-board equipment.
- Any emergency or law enforcement vehicle or heavy-duty diesel vehicle being used in an emergency capacity may idle while in an emergency or training mode, but not for the convenience of the operator.

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## Affected Vehicles

Vehicles powered by a diesel engine that:

- Have a gross vehicle weight rating greater than 10,000 pounds.
- Are primarily designed for transporting persons or property on public streets or highways.

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## Affected Counties

The idling limits apply to:

- Kansas City Area: Clay, Platte and Jackson counties.
- St. Louis Area: City of St. Louis and St. Louis, Jefferson, Franklin and St. Charles counties.



Idling wastes up to a gallon of fuel per hour and produces harmful air emissions.



## For More Information

St. Louis Regional Office at 314-416-2960  
Kansas City Regional Office at 816-997-5790  
Missouri Department of Natural Resources  
Air Pollution Control Program  
P.O. Box 176, Jefferson City, MO 65102  
800-361-4827 or 573-751-4817

