

Engine Idling Policy

August 2025

Approval Status GRP/ENV/POL/003 Rev 04

Author	Mark Duckett	UK Group SHEQ Manager
Approved	Scott Jameson	UK Chief Executive Officer

Statement of Purpose

This policy has been developed to meet GL events obligations to protect air quality by reducing the environmental impact of our operations in relation to engine idling by our employees in company vehicles. This in turn will improve the fuel efficiency of our operations, reduce fuel costs and ensure we avoid the increasing fines and penalties associated with engine idling.

Background

Air pollution such as diesel particulates, Carbon Monoxide, particularly ground-level NO_x, is an immediate and ongoing concern in the UK. The documented impacts on health, economic growth, and quality of life are of great concern. Vehicle exhaust emissions from idling vehicles contributes significantly to air pollution.

When you leave your vehicle idle, you pump out exhaust fumes. These emissions reportedly contribute to the death of about 4000 people each year. To try and reduce this, councils etc... have been targeting idling vehicles and their drivers.

Drivers who don't cut their engines aren't just wasting fuel and damaging the environment, they're breaking the law and risk being fined.

An idling engine can produce up to twice the emissions of a vehicle in motion. It pumps out unnecessary sulphur dioxide, particulate matter and nitrogen oxide into the atmosphere. These chemicals all have a negative effect on air quality and contribute to asthma, heart disease and lung cancer. If drivers stopped idling for 3 minutes every day of the year, carbon dioxide emissions would reduce by 1.4 million tonnes annually. That's the equivalent of taking 320,000 vehicles off the road.

Stationary idling is an offence under Section 42 of the Road Traffic Act 1988. The act enforces Rule 123 of the Highway Code, that states:

"You must not leave a vehicle's engine running unnecessarily while that vehicle is stationary on a public road."

This applies even if you're waiting for someone. Switch your engine off and wait. If it's a hot day, try to keep your wait time to a minimum. You should also turn your engine off while:

- Loading and unloading your vehicle
- Waiting at car parks and lay-bys
- Parking in set-down and pick-up points

The Highway Code recommends switching off your engine when stationary, and local authorities have powers under the Road Traffic (Vehicle Emissions) Regulations 2002 to fine drivers who fail to do so.

While legislation around idling primarily applies to public roads, GL events apply this policy across all operations, including private land, as part of our commitment to environmental best practices.

Statement of Policy

As part of GL events internal environmental policy, drivers must turn off the engine if stationary for more than 30 seconds (except in traffic), to minimise emissions and fuel consumption.

Vehicles are fitted with automatic engine cut-off equipment to ensure idling time is kept to a minimum. Where fitted, any problems with this equipment should be reported as soon as possible. Vehicles engine cut-off where available must be activated, not disabled.

Any fines incurred for unnecessary idling will be paid by the driver.

Exemptions


The policy of turning the engine off when stopped does not apply for the periods during which idling is necessary under the following circumstances:

1. To provide for the safety of vehicle occupants, such as extreme cold conditions (e.g. to run the air heaters).
2. When a driver is conducting a daily driver walkaround check of a vehicle which requires the engine to be idling to check for excessive smoke, to build up air pressure and to check for air/liquid leaks and dash faults.
3. To use lifting/auxiliary equipment powered by the engine for the loading and unloading of products or goods.
4. When stopped in traffic.
5. When unforeseen traffic, safety, or emergency situations arise.

With the exception of exemption 3, if equipment can be run from the battery alone i.e. tail lifts, drivers must refrain from idling unless there is a significant concern of draining the battery.

These exemptions are made in recognition of the employer's duty of care under the Health and Safety at Work Act 1974 to ensure the health and welfare of drivers.

Scott Jameson

A handwritten signature in black ink, appearing to read 'Scott Jameson'.

CEO