



Landscape Ontario Podcast

GOING GREEN:

Moving toward a zero-emissions future

Host: Karina Sinclair

Guest: Joe Salemi, Landscape Ontario Executive Director

Transcription

INTRO:

Karina Sinclair: Welcome to the Landscape Ontario Podcast! I'm your host, Karina Sinclair. Today, we're diving into a crucial topic for our industry: the shift from gas-powered to battery-powered equipment as we move toward the goal of a zero-emissions future. I'm thrilled to have Joe Salemi, the executive director of Landscape Ontario, join us to discuss the City of Toronto's recent consideration of banning two-stroke engines — meaning equipment many landscapers rely on, like leaf blowers and string trimmers.

Joe will walk us through how this issue evolved, from its roots as a noise concern to a broader discussion on environmental impact. We'll explore Landscape Ontario's vital role in this conversation, including the comprehensive study the association undertook for the City of Toronto. This research was instrumental in influencing city council, and we'll talk about how this report can help you transition your own business. Stick around to the end to find out how you can get a copy of this report.

We'll also tackle some big questions: How might this influence other municipalities? What would a ban mean for small landscape businesses? And with the City planning to revisit this in 2027, how can landscapers prepare for potential future changes? Joe has some great advice on planning ahead, researching new equipment and even the financial considerations of switching to battery-powered gear.

So stick around as we uncover what it means to go green in the landscape industry.

Music transition

INTERVIEW:

Karina Sinclair: Thanks for joining us on the show here today, Joe, I'm so glad you cleared some time because I know you are a very busy guy.

Joe Salemi: Thanks Karina. It's awesome to be a guest on our own show.

I'll take it.

Karina Sinclair: All right. Fantastic.

So let's talk about zero-emissions future and what that might look like for Ontario and Landscape Ontario members, and the country at large.

But first, let's zero in on something that happened recently. The City of Toronto was considering banning two-stroke engines, meaning equipment like leaf blowers, string trimmers.

Tell me how this got started and how that issue has evolved over time.

Joe Salemi: Yeah, so last year the city of Toronto came out with this report, the staff report. They were directed by council to study what a ban on two-stroke engines might look like. And so they produced this report and it wasn't just leaf blowers and string trimmers, it was a list of different pieces of equipment that have two-stroke engines in them that include plate tampers and chainsaws and snowblowers and those kinds of things.

So when we first read it, we thought, okay, are we in for a fight? Are we gonna work together? And, we had to make a really quick decision because we felt like we couldn't waste any time. We knew this could potentially have some pretty serious impact on the industry in Toronto. In true Landscape Ontario fashion, we reached out to some city staff, who we know, that might be connected to that report.

And we said, Hey, we're here to be a partner and to collaborate if you'd like. And, what we read in the report was that Landscape Ontario was actually listed as one of the organizations, in fact, it was the only organization listed in the report who they wanted to consult. So we were doing some good work by reaching out and saying, Hey, we wanna work together anyway on this, so let's see how we can come to some sort of solution maybe without having to go down the path of a ban.

Karina Sinclair: That's very cool that in being proactive you learned that we were already top of mind. That was a perfect timing to align with their goals and the Landscape Ontario's mission to support the landscaping industry and a greener future for all. Now, did it start off as being concerned about emissions or what was the real impetus that got people complaining about two-stroke engine equipment in the first place.

Joe Salemi: Yeah, it goes back even further — years. People in the city of Toronto have had the leaf blower as a target. And it started with noise. It's too loud. Lots of neighbourhoods in the morning, that leaf blower going full throttle — that's annoying to anybody.

So there were a lot of people that took issue with leaf blowers specifically. And so it became an issue around noise. We saw lots of motions go before council, around bans on leaf blowers due to noise. And when that didn't work, the City of Toronto passed an ordinance where they have a prohibited time of use for leaf blowers and that's okay. It's around the times that landscape crews would be working anyway. When a ban on leaf blowers didn't happen around noise, that's when emissions started to enter the chat.

Karina Sinclair: So they upped the ante to catch attention.

Joe Salemi: You got it. Yeah. In fact I was invited to sit on a panel for a radio show last year. It was a panel on noise pollution in the city of Toronto, and it was focused on leaf blowers. But when I got on the show, there were a few environmental activists and a city counselor. So it had nothing to do with noise really.

And, that's when I knew then that the leaf blower really had a target. And it didn't matter what the perspective was. There were some people that were really trying to figure out how to ban the leaf blower.

Karina Sinclair: Okay, so it's a scapegoat piece of equipment. But it's interesting that there's obviously a need for this piece of equipment. There's high expectations for some of our Landscape Ontario members, that they've got really high-end contracts and I don't imagine those high-end properties want to see their lawns scattered with leaves and debris over their driveways and such so is there really any other solution other than using something like a leaf blower?

Joe Salemi: Sure. I mean, the old-school, before-any-technology-exists rake. That's still an alternative. I'm not saying it's a great alternative, but it's an alternative. Maybe there's some clients that are okay with paying quite a bit extra for the extra labour hours.

But that leaf blower is an efficiency tool and come spring and fall cleanups, that's a number one go-to.

Karina Sinclair: I've even heard people like to use it for clearing light snow.

Joe Salemi: Yeah, light snow, even after a hardscape project to clear dust off of patio furniture and other areas. Sometimes, dust and debris will fall on cars and to go and brush that off can be damaging. So instead you go and grab a leaf blower.

There's lots of other applications outside of blowing leaves that a leaf blower offers as a solution. So that's when the City of Toronto was starting to look at this potential ban and really targeting the leaf blower, it was referenced often in that report so we knew that we had to figure out how we can work with the city to see if we can come up with a solution.

Karina Sinclair: Well then let's talk a little bit about that. How did Landscape Ontario work with the city? What happened when you approached them as a partner in finding a solution to this? And walk me through the steps of what happened next.

Joe Salemi: Yeah, the city staff were very encouraged by us reaching out initially. In fact, they said it's saving them having to reach out to us because they needed to consult with us anyway. And Landscape Ontario was getting ready to figure out how we could do our own study, our own state of the industry report on where the industry really is at when it comes to adopting battery-powered equipment or zero-emissions equipment for the industry. The City of Toronto

asked us if they could commission us to do a similar report. So we worked out all of the details, and all of the deliverables, and worked towards building a contract with the city so that they could effectively hire Landscape Ontario to produce a report for them.

It would be an objective report from industry so it wasn't seen to have city influence. We had regular check-ins with the city staff, but the framework of that report was totally developed by Landscape Ontario. Creating that partnership and that collaborative connection with them really was the impetus to getting to where we are today, even just to getting the ability to have a report in hand.

Karina Sinclair: And how did we go about creating that report? Who was involved?

Joe Salemi: A great staff team here at Landscape Ontario developed that. It was spearheaded by Cassandra Garrard, who I think by the time this podcast will go out, hopefully her brand new baby boy will be in the world. She's off on maternity leave now, but this was a project that she was able to complete and roll out right before going on maternity leave. So it was spearheaded by Cassandra, with support from Courtney McCann, who is Landscape Ontario's director of workforce development. I was involved as well from a strategy and guidance perspective, but really Cassandra did a lot of the heavy lifting and it was everything from a survey of our members and beyond. So some allied industries as well. We included cemetery and arboriculture and the Ontario Parks Association, which includes park staff, which is interesting as well. So we did a survey, we did focus groups, we did case studies, literature reviews, an incredibly comprehensive study and report that was produced by Landscape Ontario, specifically for the city of Toronto, polished with some pretty incredible talent from Landscape Ontario's communications team.

Karina Sinclair: I've had a chance to look at the report and it really does follow some really great stories from some of our members and industry partners, and not just large companies, but small companies and everyone in between, and like you said, people working in parks and municipalities. So it's a really nice cross section of those who use these tools on a daily basis who really know their job and can speak intelligently about whether their equipment can get the job done or not in a timely and safe manner as well. So, since we've provided this back to

the City of Toronto, what has come of that? What did the report suggest and what did the city decide to do with that suggestion?

Joe Salemi: So there were some really interesting findings in the report. First of all, we found that everyone we talked to, whether it was the survey, the focus groups or case study, everybody in the industry has dipped their toe into the battery-powered waters, so to speak. Everyone has invested in at least one piece of equipment that is battery-powered.

Most often hand tools that we would see. But we found that there's lots of challenges. That comes along with early adoption of battery-powered equipment. And these were all things I think we were expecting to see. The initial cost of the equipment, making sure you have enough batteries on hand.

But one thing that was really pronounced was the fact that a lot of business owners, at least at their facilities, are worried that they may not have the right electrical service or the proper amount of electrical service coming into their facility to handle the battery draw if they were to transition fully over to zero-emissions equipment.

And, that's a real concern because if you can't get the electrical service to the facility, I mean, that's half the battle right there. There were some other pretty significant challenges in the downtown core. We found some of our members, some landscape companies send their crew leader home at night with the truck or the van and it has all the equipment. They may park in an apartment underground where there isn't a facility to charge the batteries overnight. So it adds some unique challenges, especially in the core of the city that some companies just may not be able to overcome.

And we wanted to make sure that the city was well aware of that, because there were definitely some challenges, including those that I'm not sure the city had considered when embarking on this study to understand what a ban might look like.

Karina Sinclair: That could be a pretty significant barrier, especially for smaller companies that don't have a facility. If they were required to give up their gas-powered equipment that might put them out of business altogether.

Joe Salemi: Yeah. Yep. And it's hard enough to run a small business in Ontario without these extra challenges. So, given the geopolitical issues that we were dealing with earlier this year, and, who knows, we still may have to deal with some of that, and then on top of that municipal issues around permitting and provincial issues around regulatory frameworks running a small business, running a landscape business in Ontario is not an easy feat. It's hard to bring people in that want to do this kind of work. And then you add this layer in of, hey, we might be banning some of the key pieces of equipment that you use on a daily basis to earn your income, it throws a pretty heavy wrench into the gears of running that business. So, what we're thrilled to see was the City of Toronto coming forward and really doing a sound look at where industry's coming from, taking a look within their own operations of the city and understanding that we're just not ready for a ban.

And maybe a ban's not the right avenue to look at anyway. Great to see the city looking at transitioning their own equipment before requiring anybody else to take those steps forward.

Karina Sinclair: And that was a result of the survey and report that we gathered. They've decided not to implement it right now. Is there a chance that this will come back around again?

Joe Salemi: There's always a chance. City council met a few weeks ago and they said back then that the way that the city wants to go is to continue to evaluate their own fleets and start transitioning when two-stroke engine equipment comes to the end of their life cycle is when they'll flip them over to zero-emissions where possible. They'll look at it again in 2027 and see how things are going. So yeah, there's always a chance, but we're hopeful that they'll continue down this path of working on it in a collaborative way and partnership with industry to figure out what are the best paths forward rather than implementing bans. We've seen in other jurisdictions that bans often have loopholes that people try and figure out how to sneak into.

Karina Sinclair: Instead of worrying about loopholes, how could our members and other landscaping companies plan for the future? At some point if they are looking at another ban in the City of Toronto or other municipalities, or there's just some major reasons to switch to battery-powered equipment, what are some good practices and advice for those companies that can prepare and plan ahead to be ready for that someday possibility?

Joe Salemi: That someday might be sooner than we all think. A lot of the manufacturers are going this way anyway. They're starting to make a lot less gas-powered equipment and more and more battery-powered equipment. So it might be the market determining the future anyway. For a landscape business owner to start looking at what the options are, what the costs are involved, figuring out what kind of battery capacity they need to run their crews and make sure they have runtime for the whole day with the equipment that they have, to start looking at it now. There's lots of options. There's lots of great options out there now. Start evaluating and all these manufacturers are offering demo experiences anyway, so if you're interested, you reach out to those manufacturers, they'll connect with you.

They might set up a time where maybe there's three or four companies that are looking at this type of equipment. Or they might even come to you depending on what works for them. But I've seen that, I've seen where these manufacturers are coming directly to you. They'll outfit you and your crew for a week or so. Let you really put it through its paces so that you can make up your own mind and then they'll help you figure out all the costs involved and what battery needs you have and charging requirements. I think just about all of them now have an easy way to calculate your return on your investment over time, taking into consideration maintenance that you would typically have in gas-powered equipment versus battery. There's a whole lot less moving parts. So, all those companies are really good at helping you understand how to make that transition.

I would say probably the best advice that a landscape business owner could have now is start looking at it. Even if you're not looking at doing it right away, understand who the players are, understand what equipment's available on the market right now, and then have some of your people start testing it out, put it through its paces.

Karina Sinclair: Battery-powered equipment isn't brand new to the market. It's been out for some time now, and some people might already have a few pieces here and there. Are manufacturers actually meeting the needs of the industry? Like, is there anything they should be focusing on to ensure that landscapers can really get the job done with battery-powered options?

Joe Salemi: Yeah. There's been a lot of time where battery-powered equipment's been out on the market, but I would say in the last year the technology has come a really long way. The battery runtime is a real concern by users and the manufacturing industry is really coming through and really listening to that, I think. There's lots of studies on runtime with different manufacturer batteries and they're starting to see better results all the time. If there's anything that you're concerned about or worried about, ask them! They'll always have an answer. So maybe take that with a little bit of grain of salt, because they're gonna want you to buy their stuff first, but also one of the things that we want to make sure you understand is that as an association, you know, Landscape Ontario, it's not up to us to tell you what equipment to use, whether it's gas or battery. But there's lots of options on the market and some commercial battery equipment meets the runtime. It meets the power ability. It meets the strength and commercial viability as its gas-powered alternatives.

And there's some that probably doesn't just yet, and that's okay. I think the market will get there. But, yeah, I think it's really important that business owners start to evaluate what they have in their fleets, what life cycles could look like. And the market's going in a way that I think we want to rely less on gas-powered equipment.

And we're seeing that in some U.S. jurisdictions now, so it's something we wanna be really, really cognizant of and just planful for.

Karina Sinclair: Let's talk about some of those other jurisdictions. Some in the U.S., I think California. I think within Canada, Ottawa and Vancouver were also looking at this issue. What might the impact be of the Landscape Ontario report to the City of Toronto and their decision to delay their ban? Do you think other municipalities are looking at this and thinking about the same sort of issues?

Joe Salemi: Well, I think, a lot of eyes were on the City of Toronto Council as they were weighing the pros and cons of whether they should go for a ban or not. I think whatever the City of Toronto decided that several other Canadian municipalities were going to follow suit. That was something that was on our mind quite a bit, especially in the tone in the report because we wanted to come across as being partner focused and collaborative, and not being an adversary. We knew that many other municipalities were looking at what the City of Toronto was going to

do. In particular City of Ottawa and London had issued reports not focusing on what a ban might look like or to pursue a ban, but rather to study their own operations and to do a feasibility study on whether or not they could be transitioning their own fleet of equipment first.

And the common theme amongst both of those studies was an asterisk that they will transition where possible. I think that's a philosophy that a lot of us should look at is, yeah, we'll start the transition where and maybe when possible 'cause it's not always gonna be possible in given situations.

So, for us that was really important. We did consult with the city of Vancouver as well. They're still trying to determine where they go, but we're making sure that they have our report in hand. You talked about California, the, I guess the country of California within the United States, in January of last year, their ban on the sale of gas-powered, outdoor powered gas-powered equipment under 40 horsepower kicked in. The caveat there is that if you had purchased equipment prior to that, that you could still use it. It was the ban of the sale of new equipment going forward.

And there's a giant loophole because what a lot of contractors went and did was stockpile. And so, we're seeing the effects of that still, and we will for a few years in California. But that's when the manufacturers started the big shift towards making more battery than gas.

I think there'll probably always be a market for gas-powered equipment, but when manufacturers had to start compensating for what California looks like that tends to be a leading indicator, especially with the EPA being in California and having special dispensation there.

Karina Sinclair: When we think back to how some of this discussion got started as being a noise pollution issue...

Joe Salemi: Yeah.

Karina Sinclair: ...I have a battery-powered leaf blower here at home, and it's not quiet. It creates a great amount of sound anyway. Now the benefit is I am not lugging around a

gas-powered piece of equipment. I'm not dealing with the fluids and all of that. And hopefully it is better for the environment. But it's not quieter. So how do you think that will respond to those who wanted to get this whole thing started because they just didn't like the noise of some of the smaller equipment buzzing around their properties.

Joe Salemi: Yeah, that probably won't go away. I think people will still be annoyed. Even if all gas leaf blowers were to go away, I think they'd still be annoyed at the noise of the battery-powered leaf blowers. There are some studies that will show that the decibel level is a little bit lower. I got a battery-powered leaf blower for Father's Day this weekend and had to put it to good use. And sure it was still loud. But I had a lot more mobility and I didn't have to worry about fueling up and getting the mix just right.

I think for a home situation, DIY kind of solution, there's no reason why homeowners that are doing that work themselves shouldn't be transitioning to battery-powered equipment. I think it's actually a great way to go. You don't have to worry about storing gas and oil in the garage or the shed. And you don't have to worry about if you have young kids, you don't have to worry about them getting into that.

And charging batteries is pretty easy. You just have to remember to do it. I know I forget to charge the batteries every once in a while. My lawnmower and trimmer are battery-powered and on the Saturday morning when I go to cut the lawn and I forgot to charge the batteries, I know that I'm probably gonna have to wait a couple hours before I do that, which gives me an excuse to do something else.

Karina Sinclair: I totally hear that. Same with our cordless drill and some of the other things. You always have those great ideas to go do something and then you go, "Oh, I should have plugged that in a while ago." So yeah, good thing there's always something else to do around the home.

Joe Salemi: Always.

Karina Sinclair: Now we're talking about a greener future and the idea of moving to battery-powered, but there's an environmental implication of what do we do with the gas-powered equipment that we already have, especially that's still running proficiently? It's

doing the job. It's paid for. A company already has it. But then what do you do with it when you're looking to transition to battery-powered options?

Joe Salemi: Yeah. I think the hope, and at least what we were trying to do working with the City of Toronto, was get that point across exactly. If you're to institute a ban and make it effectively illegal to operate gas-powered equipment, or at least two-stroke engines, in the city of Toronto, then we're gonna have all this equipment that's perfectly fine to use.

What are we gonna do with it all? And I think that was a contributing factor to the decision. Lots of equipment, if maintained properly and you have a good inventory of parts, can last quite a long time. The effectiveness of a trimmer or leaf blower tends to have a good five year lifecycle on it.

But then what happens after that? Those landscape companies that have mechanics on staff certainly use the good parts for other pieces of equipment, and will part it out. And for the equipment that's passed its commercial lifecycle, but still good, I've seen landscape companies have sales to homeowners where they'll sell off older equipment and use that money to reinvest in new commercial equipment.

So there's lots of those kinds of things that are going on. But then of course, the spent equipment is just going to the scrap yard after that. Hopefully we can figure out how to have less of that go to scrap yards and landfills as we can.

Karina Sinclair: Do you think that the gas-powered equipment has been a major contributor to air quality and pollution? And if so, is the installation of landscapes actually able to help offset all those carbons that are released into the atmosphere? Do they balance out or do we still need to do some more work in that area?

Joe Salemi: I think we could always do way more work in that area? Is the emissions from commercial lawnmowers and trimmers and leaf blowers and all the two-stroke and four cycle engines, is it a major contributor? I don't know if I'd go that far. I'd say it's a contributor for sure. When we started talking about all of the green spaces that our industry creates, the parks, all the trees that are planted, the work that our industry does is a great offset to all of the more

negative implications to our environment, sure. I think we need to do more. I think there's a lot more that we could do.

But then I start to think about the battery input for zero-emissions equipment, and the minerals that it takes to produce those batteries. And then what happens when those batteries are spent? Are there good recycling programs? Like all these kinds of things I think need a whole lot more thought.

If we're really gonna be and truly offset some of the negative impacts to our environment that this industry has, which there are many, I think for us it's important to really think through what battery cycling looks like and end of life equipment recycling looks like as well.

Karina Sinclair: So then as an industry or a profession that is really critical in the green stewardship movement, what else can landscapers be doing to promote that? Aside from using battery-powered and reducing the reliance on gas-powered equipment, what else can we be doing as an industry to help promote that future of zero-emissions in a greener world for tomorrow?

Joe Salemi: I think when landscape business owners are doing those sales calls and talking to clients, and there's lots of focus on, "well, I want a massive patio and make sure the walkways are extra wide and we're using this kind of stone," that there's always a conversation about looking at "here's some great trees and plants and shrubs that will be really, really beneficial for our environment as well."

The reality is clients want what they want. And sometimes the projects that clients want are much more focused on hardscape than on plants and trees. And that's not something that the association would ever get involved in. But what could we promote our members to do?

I think we could promote getting more involved with tree planting organizations, organizations like Green Cities Foundation. They're doing community greening projects. Trees for Life — that exists specifically to get trees in the ground where we live and work and play. And lots of Landscape Ontario chapters do community cleaning projects.

Our Toronto Chapter alone hands out close to \$15,000 worth of bursaries when it comes to community gardening projects. I think the more our members can get involved in projects like these and tree planting initiatives, the more that we can amplify our environmental benefits that we offer as an industry. There's lots of opportunities to demonstrate our physical and mental health wellbeing benefits of being in green space, but we're trying to talk about how the industry offsets maybe our more negative impacts to the work that we do, maybe our members can get a little more involved with organizations that are solely focused on getting trees in the ground and taking areas within the community that are predominantly concrete or asphalt and turning those into environmentally sustainable green spaces.

Karina Sinclair: That's a great idea and we've seen some really beautiful examples of communities and landscapers coming together to create and reclaim those broken concrete spots and deserts within a cityscape. So there's some really great work there. And for anybody listening who would want to contribute or be part of that, I'll have the links to the Green Cities Foundation, Trees for Life and whatever else we can think of to get involved there, because they're always looking for great workers with a lot of enthusiasm and knowhow within the profession. Joe, before we wrap up today, I'm going to give you this scenario. Imagine you have a magic wand. And it gives you the power to create a zero-emissions future.

What would you do with this magic wand and how far in the future do we have to go to see the results?

Joe Salemi: Yeah. First of all, I would say that magic wand would give every landscape business owner the funds and the capacity to transition that equipment over to zero-emissions equipment, whether it's battery- or hydrogen-fueled, whatever that technology happens to be.

I think for now it's gonna be battery-powered. That's the predominant technology. So I would make sure that there's a magic spell that would allow everyone to just be able to do it and have the funds to be able to do that. But also that the equipment that they're using now, that gas-powered equipment, would then have the ability to be used in some other way.

That would not have any kind of negative impact on our environment. Since we're talking about being able to wave a magic wand, making it so that all those companies that are switching over to some sort of zero-emissions equipment have the capacity to do that, the time and the energy

to do that, this magic spell is gonna give them the capacity to do that and to work with their teams to transition them over time. How long is this all gonna take? I'd love to say at the wave of the wand, but I think we all know that reality comes and does a big old check on us sometimes.

I'm suggesting we'll probably need the next five to seven years to really see the technology change in the way that we have lots of alternatives to commercially viable zero-emissions equipment that landscape companies want to take the chance on and that are willing to invest in and then get over the myths of that those types of equipment aren't strong enough. They don't have enough runtime. The worries and the concerns. I think it's probably gonna take that amount of time to get through all of that. And then for everyone else to catch up and say, "okay, let's do this. It's time. We owe it to our environment to do this. We owe it to ourselves to do it." So it would probably take that amount of time anyway.

Karina Sinclair: And that's not that far in the future really. I mean...

Joe Salemi: No.

Karina Sinclair: ...these years seem to go by in a flash and with the dedication of the professionals in the green trades, I think a lot of progress has already been made, and I'm really excited to see what will happen over the next few years with or without that magic wand because I think our members are doing some really fantastic things to help promote that green stewardship, that love of being outdoors, that return to nature, that love of plants, and so it feels pretty good. I think there's a lot of hope within the profession, don't you think?

Joe Salemi: Yeah, I think so too, Karina.

The amount of companies that we're seeing that are making that full transition — in part of the case studies, we started to learn about a lot of companies who haven't likely considered going down that path are now 80% or 90% down the path doing a complete transition and don't wanna look back.

And they're citing high morale on their crews. People working for these landscape companies are really enjoying working with those kinds of equipment, which, happy staff, it's hard to beat

that, right? And, high morale often translates to higher productivity. Even if it was a productivity play, I think that's a reason to look at this. We had some [battery-powered equipment donated to Landscape Ontario](#) September last year by a wonderful manufacturer that really believes in getting equipment out in front of people who are learning and starting their career in landscape horticulture. And our grounds crew, our full-time grounds crew that works here at Landscape Ontario, they're using that equipment in the maintenance of our property, right? So not only are we teaching the next generation of landscape horticulture trades professionals on battery-powered equipment, but we're also using it in our facility here.

I think if we're gonna talk the talk, we better walk the walk and I'm a big believer in that. So we are.

Karina Sinclair: Well, I think that sounds very promising and I hope that our listeners are encouraged and become curious about the options that are available to them to use battery-powered equipment and to think about their role in shaping that zero-emissions greener future. And this conversation certainly isn't the end.

We'll have to revisit in the future to see what progress is being made because it's not a one and done kind of thing. There's always gonna be something new coming up and I hope to have you back on the show to talk about that when it happens.

Joe Salemi: Can't wait to do that, Karina. Thanks for having me on this time.

EXTRO:

Karina Sinclair: How are you feeling about the shift to battery-powered equipment? Have you already begun? If not, what's holding you back? We'd love to hear your insights on this ever-evolving topic. If you're interested in learning more about the report that Landscape Ontario compiled for the City of Toronto about the potential ban of two-stroke engine equipment, I'll include a link in the show notes. You can also contact Landscape Ontario to get a print copy of this report, which is not only useful for landscapers, but for other municipalities considering similar restrictions or phased approaches to moving towards a zero-emissions future.



And, as always, I'd love to hear your thoughts on this episode! Whether you have feedback, suggestions for future topics or ideas for guests, send me a message at podcast@landscapeontario.com. Your input helps me continue to bring valuable conversations and insights to the *Landscape Ontario Podcast*.

Don't forget to subscribe so you can catch all the latest stories from the landscape industry. Thanks for tuning in today, and until next time, keep growing!

Resources relevant to this episode

Report: [*Beyond Gas-Powered Equipment: Exploring a zero-emissions future in landscape horticulture*](#)
[Working toward a zero-emissions future - Landscape Ontario](#)
[Toronto City Council votes against two-stroke engine ban - Landscape Ontario](#)
[Green Cities Foundation](#)
[Trees for Life](#)