



GREEN COUNCIL
環保促進會

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Legislative Council Secretariat
3/F Citibank Tower
3 Garden Road
Central
Hong Kong

Attn: Mrs. Mary Tang
Clerk to the Panel on Environmental Affairs

Dear *Mrs. Tang,*

**Green Council Submission on
the Proposal to Ban Idling Vehicles with Running Engines**

On behalf of the Green Council, I thank the Chairman of the Panel on Environmental Affairs for inviting my organization to provide written comments on this proposal. As the Chief Executive Officer of the leading Hong Kong-based NGO focused upon environmental education and operation of the Hong Kong Green Purchasing Charter and Hong Kong Green Label Scheme, I am very pleased to submit the following comments and suggestions on behalf of my organization:

General Comments

- (a) The Green Council supports the Proposal in principle, and especially its central objective to reduce air pollution and nuisance at roadsides. With approximately 550,000 licensed Hong Kong vehicles in 2006, the implementation of a ban on idling vehicles with running engines should have significant impact on overall roadside air quality.
- (b) Regardless of the final details of the ban as well as current and proposed measures to control curb vehicular emission, Government officials should continue to and increase efforts to promote and encourage the selection, purchasing and use of vehicles with improved energy efficiency and lower and less harmful emissions.

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Specific Comments

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- (c) Paragraph no. 7. (f) – to avoid confusion, vehicles exempted for ancillary purposes should be listed clearly.
- (d) Paragraph no.8 – additionally, prominent and straightforward special road signs and markings should be considered and adopted in collaboration with relevant District Councils relating to select areas that are identified as having potentially very high adverse air quality and health impacts to passengers (e.g. enclosed termini).
- (e) Paragraph no. 10 – apart from Traffic Wardens and Environmental Protection Inspectors, Traffic Police or Police Force should also be empowered to uphold and enforce the ban.
- (f) Paragraph no. 10 – to avoid dispute and confusion, special uniforms and identification cards should be given to Environmental Protection inspectors during enforcement of the ban.

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- (g) Paragraph no. 6.2 (a) – the definition of “active boarding or alighting” should be clearly defined. Consideration should be given to whether very slow boarding (e.g. 1 or 2 passengers boarding at a time) should be accepted as “active boarding”.
- (h) Paragraph no. 6.2 (c) – the definition of “moving queue” should also be clearly defined. For consideration, should an extremely slow moving queue (e.g. boarding only every couple of minutes) be deemed a “non-moving queue”.
- (i) Paragraph no. 6.4 – to avoid health issues, exemption should be given to vehicles with sealed windows (e.g. tourist coaches) boarded by passengers during “Very Hot” weather warnings.
- (j) Paragraph no. 6.6 – during the transitional period, verbal warnings or simple “reminder notices” should be given to inappropriately idling drivers in order to remind them of the effective date of the relevant legislation.

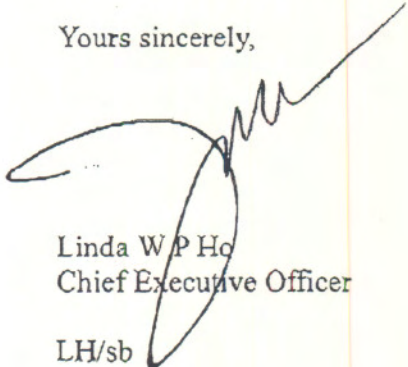
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In case you are not aware, the Green Council is a Hong Kong-based non-profit and charitable organization which was established in 2000 with the motto of "Conservation begins with Educations". Its main mission is to promote, support and facilitate environmental consideration, conservation and management amongst local industries and the general public through various programs and educational/awareness-raising initiatives. Of particular note, Green Council officials have extensive experience and success in the field of environmentally preferable products/services identification, certification and promotion.

I hope the above comments and suggestions are useful for the Panel's discussion, follow-up work, and any other related initiatives.

Yours sincerely,



Linda W P Ho
Chief Executive Officer

LH/sb