

**Bills Committee on Motor Vehicle Idling (Fixed Penalty) Bill**

**Follow-up actions required of the Administration**

(as at 3 June 2010)

The Administration was requested to provide the following information to address concerns raised by members at the meeting held on 27 May 2010 -

Approach of law enforcement in overseas jurisdictions

- (a) Detailed information on the approaches of enforcement of laws prohibiting idling vehicles in Singapore, Japan, Canada, Finland, the United Kingdom and Switzerland;

Concerns about arrangements during days of very hot weather/heavy rain

- (b) The numbers (by year) of days on which "very hot weather warnings" were issued since the system of issuing "very hot weather warnings" had been put in place;
- (c) In the past year, the number of days on which "very hot weather warnings" were issued with details of the temperature, wind speed and humidity, as well as the respective temperatures of different regions in Hong Kong on those days;
- (d) The number of days on which amber, red and black rainstorm signals were issued in the past year;
- (e) The Administration's response to concerns expressed by the taxi trade about compliance problem. As taxis would also be required to switch off the engine and air-conditioning and open the windows during heavy rain, passengers and the seats would get wet;
- (f) The Administration's response to the report of a trial conducted by Hon Miriam LAU in collaboration with the taxi trade in August 2009 on impacts of the proposed prohibition on taxis waiting at a taxi stand;
- (g) The Administration's response to a suggestion that the implementation of the proposed ban should be temporarily suspended during days on which "very hot weather warnings" were issued, and its initial plan on the possible implementation details if the suggestion were to be adopted. Such details should include the weather conditions in which implementation of the ban might be suspended, and the drivers to whom the suspension should apply, etc;

### Environmental impact assessment

- (h) The environmental and health benefits to the public and motorists expected to be brought about by the implementation of the Bill, with details of emission reductions in terms of carbon monoxide, particulates, etc;
- (i) Comparison of exhaust emissions produced by a running engine with an idling engine;
- (j) The Administration's response to concerns that the environment benefits expected to be achieved by the Bill might be offset by the harms brought about if some drivers chose to circulate on the road instead of switching off their engines and as a result, the air pollution problem might even deteriorate;

### Issues relating to taxi stands and green minibus operation

- (k) Explanation of the Administration's considerations in deciding not to exempt those larger taxi stands (about 185) which could accommodate more than five taxis, particularly the environmental considerations involved. The Administration was also requested to explain whether the current proposal of exempting only the first five taxis at a taxi stand could cater to the trade's operational needs, and to provide a breakdown on these 185 taxi stands by capacities as well as the environmental impacts of expanding the scope of exemption to cover these 185 taxi stands;
- (l) Details of how the Administration planned to implement the relevant proposals related to green minibuses as they might not necessarily have stands; and

### Concerns about the wear-and-tear of the engine components

- (m) Information to substantiate the Administration's claim that the proposed ban on idling vehicles with running engines would cause less wear-and-tear of the engine components as based on a study conducted in Canada.

Council Business Division 1

Legislative Council Secretariat

3 June 2010