

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

**List of Follow-up Actions Arising from  
Discussion at Meeting on 1 June 2010**

**Administration's Response**

**Concerns about wear-and-tear of engine components**

*(b) The Administration's response to concerns about whether frequent switching off and restarting of engines would aggravate the wear-and-tear of the engine components, thus increasing the maintenance costs.*

1. Please refer to item (m) in the Administration's response to the list of follow-up actions arising from the discussion at the meeting on 27 May 2010.

*(c) Explanation of why the results of the trial conducted by Hon. Miriam Lau in collaboration with the Hong Kong and Kowloon Taxi Merchants' Joint Committee could not serve as proofs to show that the proposed idling prohibition would lead to wear-and-tear of the engine components of taxis in a queue moving into a taxi stand.*

2. Please refer to item (f) in the Administration's response to the list of follow-up actions arising from the discussion at the meeting on 27 May 2010.

**Issues relating to bus operation**

*(d) Justifications for section 2(4) of Schedule 1 to the Bill providing that the idling prohibition would not "apply to a driver of a bus, other than a franchised bus, that has any passenger on board", and the reasons for not granting the same exemption to franchised buses.*

3. Coaches and franchised buses have different operational modes. In general, coaches do not run on fixed schedules and need to be stopped at various places throughout the day to wait for passengers to get on board. Having considered that the majority of coaches have sealed windows and there would be genuine ventilation problem if they are unable to provide air conditioning to the passengers already on board while waiting for others to arrive, we have thus accepted the trade's suggestion to exempt drivers from the idling prohibition when there is any passenger on board.

4. Unlike coaches, franchised buses operate according to fixed schedules. The time of their departure from a bus depot is fixed and their passengers board or alight at designated bus stops. Franchised buses will not be parked on the road to wait for passengers. If need be, drivers could make use of the 3-in-60-minutes grace period to switch on the engines of franchised buses before the scheduled departure time to help cool down the compartments before picking up passengers. They could also rely on the exemption under clause 1(c) of Schedule 1 to the Bill to continue operating the air conditioning system while passengers are boarding or alighting from franchised buses. In addition, we are mindful of environmental nuisances (both air pollutants and heat) caused by a franchised bus running its engine to

operate the air conditioning system to the passengers queuing by its side for boarding during hot summer days.

5. For the above reasons, we proposed that clause 2(4) of Schedule 1 to the Bill should apply to coaches but not franchised buses.

**Environmental Protection Department**  
**June 2010**