

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

**List of Follow-up Actions Arising from  
Discussion at Meeting on 7 June 2010**

**Administration's Response**

Issues relating to taxi stands and public light bus (PLB) operation

**(b) *Information on the provision of supporting facilities such as the provision of shades and covers for stands/termini for taxis, PLBs, etc.***

1. Out of 464 taxi stands in Hong Kong, 114 (about 25%) are under cover. For PLB stands, 148 out of 725 (about 20%) are under cover.

Issue relating to bus operation

**(c) *Justifications for granting exemption from complying with the proposed ban to the first two green PLBs of each route at a PLB stand but not to buses.***

2. Green minibuses (GMBs) and non-franchised buses (NFBs), which were the focus of discussion at the meeting, have different operational modes. For GMBs, they operate on fixed routes and stop at designated stands to allow passengers to get on and off. In addition, GMBs carry a maximum of only 16 passengers. The process of boarding on and alighting from GMBs at designated stands could be done more speedily as compared with other NFBs which normally have a much larger carrying capacity. As such, it may only take a short while for the first GMB at a designated stand to be fully occupied with passengers and the second GMB to begin boarding. To cater to the specific operational mode of the GMBs, the Bill therefore provides exemption to the drivers of the first two GMBs on each GMB route at a GMB from the prohibition against idling vehicles with running engines. This will allow drivers to run the air conditioning system to cool down the passenger compartment of their GMBs and maintain sufficient ventilation for those on board.
3. For NFBs, they provide tailor-made services to specific groups of passengers to meet certain market niches. Unlike GMBs, most NFBs do not operate from public stands (or termini), except for some specific services such as

cross boundary services. In consideration of their operational mode and sealed window design, we proposed to exempt drivers of NFBs with one or more passengers on board so that they could run the air conditioning system to maintain sufficient ventilation. Together with the 3-in-60-minutes grace period as well as other exemptions related to passenger boarding and alighting and traffic conditions, the current proposal should be able to cater for the operational needs of NFBs. Hence, we do not consider any further exemption for NFB drivers justifiable.

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