

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

**List of Follow-up Actions Arising from  
Discussion at Meeting on 8 July 2010**

**Administration's Response**

**Exemptions arrangements**

*(a) To provide a breakdown of the very hot days in 2009 by temperature.*

1. The Hong Kong Observatory (HKO) defines a “very hot day” as one with a maximum temperature reaching 33°C or above. In 2009, there were 30 such “very hot days” during July, August and September<sup>1</sup>. Please refer to the table below for a breakdown of these days by their “daily maximum temperatures”.

HKO Daily Maximum Temperature (°C)	Number of Days			
	July 2009	August 2009	September 2009	Sub-total
33.0 to 33.9	5	10	7	22
34.0 to 34.9	1	4	3	8
35.0 or Above	0	0	0	0
<b>Total</b>	<b>6</b>	<b>14</b>	<b>10</b>	<b>30</b>

- (b) To consider whether the “Very Hot Weather Warning” System could be made a graded system as that for rainstorm signals, so that professional drivers could be exempted from the idling prohibition even when the weather was not hot enough to warrant the issue of the conventional “Very Hot Weather Warning”.*

<sup>1</sup> The number of days on which the “Very Hot Weather Warning” was issued can be different from the number of “very hot days” because –

- (a) apart from the maximum temperature, HKO also considers the relative humidity and wind speed to decide whether the “Very Hot Weather Warning” should be issued; and
- (b) being a forecast system, there are uncertainties in the “Very Hot Weather Warning” System, i.e. there are “false alarms” and “misses”. A “false alarm” means a case where HKO has issued the “Very Hot Weather Warning”, but the weather of the day does not reach the warning criteria. A “miss” means a case where HKO does not issue the “Very Hot Weather Warning” but the weather of the day reaches the warning criteria.

2. Please refer to the table below for the “daily maximum temperature” distribution statistics for the period of 2000 to 2009. It is clear that making the “Very Hot Weather Warning” System as a graded system to cover not-so-hot conditions will significantly increase the number of days with a warning by many times. HKO does not recommend this approach as it will lower the awareness of the general public to genuinely very hot weather and reduce the effectiveness of the warning.

HKO Daily Maximum Temperature (°C)	Average Number of Days Per Year
35.0 or above	0.2
34.0 or above	3
33.0 or above	13
32.0 or above	41
31.0 or above	67
30.0 or above	98
35.0 to 35.9	0.2
34.0 to 34.9	2.8
33.0 to 33.9	10
32.0 to 32.9	28
31.0 to 31.9	26
30.0 to 30.9	31

- (c) *According to the Administration, the exemption from the idling prohibition presently available in Toronto when the ambient temperature inside a vehicle was more than 27 degrees Celsius would be abolished subject to passage of relevant legislative amendments. Please check and advise if any alternative arrangement was being contemplated to replace the exemption in Toronto;*
3. According to the information available to us, the temperature exemption is to be abolished without any alternative arrangement for its replacement.

**Environmental Protection Department  
July 2010**