Bills Committee on Motor Vehicle Idling (Fixed Penalty) Bill

List of Follow-up Actions Arising from Discussion at Meeting on 27 May 2010

Administration's Response

Approaches 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.

1. Please refer to Annex A for information on enforcement of the legal prohibition against idling vehicles with running engines (idling prohibition) in Singapore, Tokyo of Japan, Toronto of Canada, Finland, the United Kingdom and Switzerland as provided by the relevant authorities. The relevant provisions are also provided for Members' reference (Enclosure to Annex A).

Concerns about arrangement during days of very hot weather or heavy rain

(b) The numbers (by year) of days on which the "Very Hot Weather Warning" was issued since the system of issuing the "Very Hot Weather Warning" had been put in place.

2. The Hong Kong Observatory (HKO) introduced the "Very Hot Weather Warning System" in 2000. It will consider the temperature, relative humidity and wind speed recorded at the urban areas to decide whether the "Very Hot Weather Warning" should be issued. In general, the warning will be issued when the recorded or forecasted temperature reaches 32 ℃ or 33℃.

3. The following table shows the number of days on which the "Very Hot Weather Warning" was issued each year since 2000.

Year	Number of Days
2000	30
2001	22
2002	18
2003	19
2004	13
2005	13
2006	7
2007	24
2008	22
2009	40
2010 (As at end-May 2010)	0

(c) In the past year, the number of days on which the "Very Hot Weather Warning" was 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.

4. In 2009, there were 40 days on which the "Very Hot Weather Warning" was issued. For details, please refer to Annex B.

(d) The number of days on which the "Amber, Red and Black Rainstorm Signals" were issued in the past year.

5. In 2009, there were 17 days and two days on which the "Amber Rainstorm Signal" and the "Red Rainstorm Signal" were issued respectively. No "Black Rainstorm Signal" was issued in 2009.

(e) The Administration's response to concerns about operational problems that would be created to the taxi trade by the prohibition against idling vehicles requiring switching off the engine and air-conditioning with the car windows opened during heavy rain, which would make the passengers and the seats wet.

6. Successful delivery of the legislative intent of many environmental legislations always requires a change of behaviour in the community. The Motor Vehicle Idling (Fixed Penalty) Bill (the Bill) has provided quite a number of exemptions to address the operational needs of the taxi trade, including the 3-in-60-minutes grace period, as well as exemptions for a driver when his taxi is stationary because of traffic conditions, while a passenger is boarding or alighting from his taxi, when his taxi is one of the first five taxis at a taxi stand and when his taxi is in a queue which is moving into a taxi stand. With the provision of these exemptions, we should be able to strike a reasonable balance between the environmental considerations and operational needs of the taxi trade, though the idling prohibition will still at times cause a certain degree of inconvenience to drivers and passengers.

7. As for providing further exemption to the taxi drivers during heavy rain, it is of interest to note from Enclosure to Annex A that none of the overseas countries with legislations prohibiting idling vehicles, including Singapore which is characterized by hot temperature, high humidity and prolonged heavy rain, provides exemption to drivers when raining. We also note that a great majority of local taxis have been installed with rain deflectors, which allow the drivers to partially open the windows for ventilation on rainy days. The use of rain deflectors, together with the various exemptions provided in the Bill, should keep the inconvenience to taxi drivers and passengers to an acceptable level. We would step up our educational efforts to promote this environmental-friendly driving practice to both taxi drivers and passengers as well as the community at large following passage of the Bill so as to foster the necessary behavioral change amongst the stakeholders.

(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.

8. We had provided a copy of our response to the Bills Committee through the Legislative Council Secretariat on 1 June 2010.

(g) The Administration's response to a suggestion that the implementation of the proposed ban should be temporarily suspended during days on which the "Very Hot Weather Warning" was issued, and its initial plan on the possible implementation details if the suggestion was 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.

9. If the idling prohibition is lifted during days on which HKO has issued the "Very Hot Weather Warning", the pedestrians and those working or living nearby the roads would find the heat nuisance caused by idling vehicles even more unbearable. Members are invited to note that we have proposed a very comprehensive list of exemptions to cater for the operational needs of drivers. Providing further exemptions will run the risk of undermining the effectiveness of the proposal to reduce environmental nuisances caused by idling vehicles to the surrounding environment.

10. It is also worth pointing out that in Singapore and Tokyo where idling prohibition is in place, there is no exemption during hot weather, though their summer may even be hotter and more humid than Hong Kong's and their cities are equally crowded.

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.

11. Idling vehicles are a major source of heat and noise nuisances to the pedestrians and those working or living nearby the roads. They also contribute to the urban heat island effect. The impact is particularly acute at crowded areas as well as during summer and bad air pollution days. Besides, idling vehicles generate emissions containing air pollutants such as respirable suspended particulates, nitrogen oxides, sulphur dioxide, carbon monoxide and volatile organic compounds, which are a cause of roadside air pollution, photochemical smog and acid rain. Idling vehicles are also responsible for global climate change – a motor vehicle which idles for as short as 10 minutes each day will unnecessarily consume an average of 100 litres of petrol a year, which will produce about 230 kilograms of carbon dioxide, a greenhouse gas responsible for this problem.

12. According to the World Health Organization, there is robust scientific evidence indicating that exposure to air pollutants can affect human health in a variety of ways, ranging from subtle biochemical and physiological changes to severe illness and death. The adverse health effects of air pollutants – including those emitted by vehicle engines – may be attributed to short-term or long-term exposure.

Effects attributed to short-term exposure include –

(a) eyes, nose and throat irritation;

(b) development of acute symptoms such as wheezing, coughing, phlegm production and respiratory infections; and

(c) increased emergency room visits, hospital admissions and premature deaths.

Effects attributed to long-term exposure include –

(a) intrauterine growth restriction;

(b) poorer growth and development of the lungs of exposed children; and

(c) increased chronic respiratory disease incidence and prevalence, such as asthma.

Susceptible individuals, such as infants and children (who breathe a proportionally greater volume of air per unit body weight than adults), the elderly and those who have existing respiratory and cardiovascular diseases, will face even greater risks than the general public from exposure to the air pollutants.

13. It is also worth noting that contrary to emissions generated from a running vehicle which will disperse as the vehicle travels, dispersion of emissions generated from an idling vehicle is far less effective, particularly if it is idling at a crowed area. Pedestrians and those working or living near the roads are forced to inhale and endure emissions from idling vehicles which are generated continuously and highly concentrated. At the same time, drivers and passengers of idling vehicles are similarly being affected, as all air pollutants common to vehicle exhaust are also present in the air within the vehicles. In fact, research shows that the levels of exposure to most of these pollutants, including carbon monoxide and respirable suspended particulates, are generally much higher for drivers and passengers than at nearby ambient air monitoring stations or even at the roadside[1]. In-car air pollution levels will further elevate as roadside air pollution worsens, in congested areas or in close proximity to other polluting vehicles.

14. While we could not quantify the amount of emissions reduced if the idling prohibition is implemented as there is no practical means to conduct a realistic estimation on the current total idling time of all motor vehicles in Hong Kong in a meaningful manner, it is certain that switching off the engines of idling vehicles will help reduce environmental nuisances and health hazard caused by motor vehicles. It is also a step in the right direction to mitigate the urban heat island effect and global climate change.

(i) (j) Comparison of exhaust emissions produced by a running engine (assuming the vehicle was circulating on the road just to avoid switching off the engine) with an idling engine. 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.

15. As shown in the table below, a motor vehicle will emit pollutants no matter whether it is running on a road or idling without switching off the engine, although stationary exhausts do cause more of a nuisance and generate higher concentrations of air pollutants at the point of exhaust than if the vehicle is moving. Hence, to reduce environmental nuisances caused by motor vehicles, the best practice is for drivers to switch off the engines of idling vehicles. We will step up our efforts in educating drivers to adopt this environment-friendly driving practice and alerting them to the downside of doing otherwise or circulating on the roads to circumvent the idling prohibition, viz, increased vehicular emissions and waste of fuel.

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[1] International Center for Technology Assessment, "In-Car Air Pollution The Hidden Threat to Automobile Drivers", Report No. 4 An Assessment of the Air Quality Inside Automobile Passenger Compartments, Washington DC: July 2000, http://www.icta.org/doc/In-car%20pollution%20report.pdf.

Comparison of Emissions while Motor Vehicles are Running on Road and Idling without Switching Off Engines

	Emission in Gram Per Minute								
	Carbon Monoxide		**Nitrogen Oxides**		**Hydrocarbons**		**Respirable Suspended Particulates**		**All Pollutants**
	Running	Idling	Running	Idling	Running	Idling	Running	Idling	Engine Switched Off
Private Car (Unleaded Petrol)	4.92	4.00	0.68	0.20	0.39	0.31	Negligible	Negligible	0
	23% more		2 times more		25% more		---		---
Public Light Bus (Diesel)	0.53	0.30	0.93	0.50	0.29	0.08	0.25	0.044	0
	1 time more		1 time more		2.5 times more		5 times more		---
Heavy-duty Vehicle (Diesel)	3.73	2.00	4.92	2.00	0.98	0.21	0.58	0.042	0
	1 time more		1 time more		4 times more		13 times more		---

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 and the environmental impacts of expanding the scope of exemption to cover these 185 taxi stands.

16. Having considered the operational needs of the taxi trade, the effectiveness of the proposal in mitigating environmental nuisances caused by idling vehicles and enforcement practicability, we proposed to extend the exemption at a taxi stand from drivers of the first two taxis to those of the first five taxis. This is in line with the voluntary guidelines "Stop Idling Engines Good for Everyone", which was jointly prepared by the Government and the transport trades in 2001. We also proposed to exempt a driver of a taxi which is in the process of passenger boarding or alighting and in a moving queue waiting for his turn to pick up passengers. Together with the 3-in-60-minutes grace period, the extent of exemptions should represent a reasonable balance between the environmental considerations and operational needs of the taxi trade.

17. As shown in the table below, 283 taxi stands or 61% of all taxi stands in Hong Kong have a capacity for five taxis or less, hence drivers of all taxis there will be exempted under the proposal. For the remaining 181 taxi stands, they could accommodate six to 45 taxis (please refer to Annex C for details). Most of them are located at places where there are many pedestrians and passengers, such as at major public transport interchanges, ferry terminals and airport or in front of MTR stations and shopping malls. Others are located at theme park or hospital where there are many susceptible individuals including infants, children, the elderly, expectant mothers and those in poor health. Considering their sizes and locations, we consider that providing a blanket exemption to cover drivers of all taxis at these stands would undermine the effectiveness of the proposal in reducing environmental nuisances caused by idling vehicles.

Capacity of Taxi Stands

Capacity (No. of Taxis)	No. of Taxi Stands	Accrued No. of Taxi Stands	Accrued Percentage
1	13	13	3%
2	59	72	16%
3	69	141	30%
4	78	219	47%
5	64	283	61%
6	51	334	72%
7	40	374	81%
8	26	400	86%
9	11	411	89%
10	10	421	91%
11	10	431	93%
12	8	439	95%
13	3	442	95%
14	9	451	97%
15	2	453	98%
16	2	455	98%
17	4	459	99%
18	0	459	99%
19	1	460	99%
>=20	4	464	100%
Total	464	---	---

(l) Details of how the Administration planned to implement the relevant proposals related to green minibuses (GMBs) as they might not necessarily have stands.

18. Under the proposal, a driver will be exempted from the idling prohibition when his GMB is any of the first two GMBs at a GMB stand (subject to the size of the stand concerned). At other parts of the road, he will be exempted when a passenger is boarding or alighting from his GMB. He will also be entitled to the 3-in-60-minutes grace period.

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

(m) Information to substantiate the Administration's claim that switching off the vehicle engines while idling would cause less wear-and-tear of the engine components as based on a study conducted in Canada.

19. According to a study conducted by the Office of Energy Efficiency of the Natural Resources Canada (the Office), an idling vehicle will produce carbon deposits and unburned fuel residues which will accumulate and damage the engine at several vital points. Excessive idling may lead to more frequent servicing of spark plugs, fuel injectors, valve seats and piston crowns. The study also suggests that idling a motor vehicle for one hour is equivalent to two hours of driving in terms of wear-and-tear.

20. On whether frequent restart of a motor vehicle will result in extra wear and tear of the starter and battery, the Office advises that the break-even point for offsetting any incremental maintenance cost is under 60 seconds. In other words, by switching off the engine of an idling vehicle for at least 60 seconds, the monetary saving from reduced fuel use should be more than offset any potential increase in maintenance cost.

Enforcement of Idling Prohibition in Singapore, Tokyo of Japan, Toronto of Canada, Finland, the United Kingdom and Switzerland

	Country / City	Enforcement Agent	Enforcement Approach	Enforcement Statistics	Other Information
1	Singapore	◆ Officers of the Pollution Control Department	◆ The officers enforce the idling prohibition during regular patrol and in response to complaints. ◆ If an officer spots an idling vehicle, he will advise the driver to switch off the engine. If the driver ignores the advice, the officer will issue a warning letter to him. ◆ If the driver fails to comply with the idling prohibition again, the officer could choose to issue a penalty notice or summons to him. ◆ If a penalty notice is issued, the driver will be liable to a fine of SGD$70 (about HK$390). However if a summons is issued instead, the driver will be liable to a fine not exceeding SGD$2,000 (about HK$11,230) and SGD$5,000 (about	◆ No public information on the number of penalty notices issued is available. ◆ As at end-May 2010, no one had been charged in court for failing to comply with the idling prohibition.	◆ The idling prohibition came into operation in 1999.

	Country / City	Enforcement Agent	Enforcement Approach	Enforcement Statistics	Other Information
			HK$28,075) for the first and subsequent convictions respectively if he is convicted by a court.		
2	Tokyo of Japan	◆ Officers of the Environment Bureau, Tokyo Metropolitan Government	◆ If an officer spots an idling vehicle, he will warn the driver. If the driver ignores the warning, his name will be published in the authority's webpage or a press release as a form of punishment.	◆ The authority does not record statistics on enforcement.	◆ There is no national law prohibiting idling vehicles. ◆ For Tokyo, the idling prohibition came into operation in 2001.
3	Toronto of Canada	◆ Officers of the Right of Way Management, Toronto Transport-ation Services	◆ The officers enforce the idling prohibition during regular patrol and in response to complaints. ◆ The by-law provides a 3-in-60-minutes grace period to all drivers. If an officer spots an idling vehicle, he will start timing. If the driver fails to switch off the engine after three minutes, the officer will approach the driver and issue a fixed penalty ticket of CAD$125 (about HK$948) to him.	◆ In 2008, 269 warnings, 55 fixed penalty tickets and four summons were issued. ◆ In 2009, 478 warnings, 88 fixed penalty tickets and seven summons were issued.	◆ There is no national law prohibiting idling vehicles. ◆ Toronto was the first municipality in Canada to introduce the idling prohibition in 1996. The idling prohibition is now in operation in more than 20 municipalities and the legislations are generally similar.

	Country / City	Enforcement Agent	Enforcement Approach	Enforcement Statistics	Other Information
			◆ If the driver switches off the engine within three minutes, the officer will give an educational pamphlet to the driver and thank him for cooperation.		
4	Finland	◆ Police and traffic wardens	◆ The officers enforce the idling prohibition during regular patrol and in response to complaints. They will also conduct campaigns to promote the practice of switching off the engines of idling vehicles on an irregular basis. ◆ The law provides a two-minute grace period. When the temperature is below -15℃, the grace period will be extended to four minutes. ◆ If an officer spots an idling vehicle, he will usually warn the driver if no susceptible individual is around. ◆ However, if there is any susceptible individual or any school, day care centre or hospital around, the officer	◆ The authority does not record statistics on enforcement.	---

	Country / City	Enforcement Agent	Enforcement Approach	Enforcement Statistics	Other Information
			will issue a penalty notice to the driver. The amount of fine to be paid ranges from €10 to €50 (about HK$99 to HK$494), depending on the municipality concerned.		
5	The United Kingdom	◆ Officers authorized by local authorities, usually traffic wardens	◆ The law does not provide many exemptions but officers are provided with internal guidelines on exercising discretion in enforcement. ◆ If an officer spots an idling vehicle, he will issue a fixed penalty notice of £20 (about HK$230) to the driver if the case does not warrant the exercise of discretion.	◆ The authority does not record statistics on enforcement.	◆ The idling prohibition has been in place since 1988. The power to enforce the idling prohibition was delegated to all local authorities in 2002.
6	Switzerland	◆ Police	◆ The law provides that a driver must switch off the engine of his motor vehicle at any stop, even if it is a short one, as long as doing so will not delay departure. ◆ If an officer spots an idling vehicle, generally he will have discretion to decide whether the driver should switch off the engine in that	◆ The authority does not record statistics on enforcement.	---

	Country / City	Enforcement Agent	Enforcement Approach	Enforcement Statistics	Other Information
			case. In several judgments, the court ruled that drivers of the first three motor vehicles in front of a red traffic light do not have to switch off the engines, while drivers of all motor vehicles in front of a railroad crossing must switch off the engines as doing so will not delay departure. ◆ A driver contravening the idling prohibition will be liable to a fine of CHF$60 (about HK$621).		

Environmental Protection Department
June 2010

Overseas Anti-idling Provisions

A. Singapore

Environmental Protection and Management (Vehicular Emissions) Regulations[1]

Stationary motor vehicles
Part V – Offences

21. (1) Subject to paragraph (2), the driver of every motor vehicle shall, when the vehicle is stationary for reasons other than traffic conditions, stop the engine of or other machinery attached to or forming part of the vehicle.

(2) Nothing in paragraph (1) shall apply to the examination or working of the machinery attached to or forming part of a motor vehicle where any such examination or working is rendered necessary by any failure or derangement of the machinery or where the machinery is required to be worked for some ancillary purpose.

(3) Any person who fails to comply with paragraph (1) shall be guilty of an offence.

B. Tokyo of Japan

Ordinance on Environmental Preservation (Unofficial English translation)[2]

Paragraph 2 – Idling stop

Obligation of person who drives car etc.

Article 52. Drivers have the obligation to switch off their engines while the vehicles are parked or stopped. There are exceptions which apply to cases such as when the drivers stops the vehicle in

[1] Source: http://app2.nea.gov.sg/TemSub.aspx?pagesid=20080713930606609527&pagemode=live&#Protection

2 Source: http://www2.kankyo.metro.tokyo.jp/soumu/jyourei_2000/syousai/index170401.htm

accordance with the Road Traffic Law.

Employer's obligation

Article 53. Employers have the obligation to take appropriate measures in order that drivers of the vehicles under their supervision observe the regulation stated in Article 52.

Obligation of operators of parking lots

Article 54. Anyone who has set up or supervises a parking lot which can accommodate 20 cars or more has the obligation to publicize to users of the parking lot the requirement to switch off the engines as stated in Article 52 by means including posting a sign.

Installation effort obligation of external power supply equipment

Article 55. For an operator served by loading and unloading operation of freezer trucks (with refrigeration system), he should try to provide external power supply facilities to maintain the refrigeration function etc., for freezer trucks when idling.

Advice

Article 56. When considering that there is a person who is violating regulations from Article 52 to Article 54, the governor can recommend necessary measures for the person to be taken.

C. Toronto of Canada

Toronto Municipal Code Chapter 517 – Idling Of Vehicles and Boats[3]

Section 2 – Restrictions on idling; exceptions.

A. No person shall cause or permit a vehicle or boat to idle for more than three minutes in a sixty-minute period.

B. Subsection A does not apply to:

(1) Police, fire or ambulance vehicles or boats while engaged in operational activities, including training activities, except where idling

[3] Source: http://www.toronto.ca/legdocs/municode/1184_517.pdf

is substantially for the convenience of the operator of the vehicle or boat.

(2) Vehicles and boats assisting in an emergency activity.

(3) Ferry boats operated by the City of Toronto or the Toronto Harbour Commissioners providing service to the Toronto Islands, including the Toronto Island Airport.

(4) Boats not at anchor or tied to a dock.

(5) Mobile workshops while they are in the course of being used for their basic function.

(6) Vehicles or boats where idling is required to repair the vehicle or boat or to prepare a vehicle or boat for service.

(7) Armoured vehicles where a person remains inside the vehicle while guarding the contents of the vehicle or while the vehicle is being loaded or unloaded.

(8) Vehicles or boats required to remain motionless because of an emergency, traffic, weather conditions or mechanical difficulties over which the driver has no control.

(9) Vehicles or boats engaged in a parade or race or any other event authorized by Council.

(10) Transit vehicles while passengers are embarking or disembarking en route or in terminals.

(11) Transit vehicles while at a layover or stopover location except where idling is substantially for the convenience of the operator of the vehicle.

(12) Vehicles transporting a person where a medical doctor certifies in writing that for medical reasons a person in a vehicle requires that temperature or humidity be maintained within a certain range.

(13) Vehicles or boats when the ambient temperature inside a vehicle or boat is:

(a) More than 27 degrees Celsius; or

(b) Less than 5 degrees Celsius.

D. Finland

Decree on the Use of Vehicles on the Road (unofficial English translation)[4]
(1257/1992, amendments up to 791/2005 included)

Chapter 2 – Use and condition of vehicles
Section 5 (1243/2002) – Prohibition of unnecessary idling of motor vehicles

1. If a motor vehicle is stationary for a reason other than an obligatory traffic obstruction, the engine must not run for more than two minutes. When the temperature is below -15 ℃, the engine may run for a maximum of four minutes before the vehicle is driven. However, the engine of a tractor, power-driven work machine or a work machine on an automobile chassis may be run before starting to work with a vehicle or a machine for a period necessary to warm up the vehicle.

2. This prohibition shall not apply to an emergency vehicle in urgent duty nor other vehicle used by the police in official duty, nor a vehicle lined up for an exhaust emission test of a roadworthiness inspection. The prohibition shall also not apply to a vehicle the principal use of which requires the operation of an engine or an accessory, such as a refuse press, compressor, pump or lifting table that, as a precondition, requires the operation of the engine.

E. The United Kingdom

The Road Vehicles (Construction and Use) Regulations 1986[5]

Regulation 98

(1) Save as provided in paragraph (2), the driver of a vehicle shall, when the vehicle is stationary, stop the action of any machinery attached to or forming part of the vehicle so far as may be necessary for the prevention of noise.

(2) The provisions of paragraph (1) do not apply –

[4] Source: www.finlex.fi/fi/laki/kaannokset/1992/en19921257.pdf

[5] Source: The Road Vehicles (Constrution and Use) Regulations 1986, London: HMSO

(a) when the vehicle is stationary owing to the necessities of traffic;
(b) so as to prevent the examination or working of the machinery where the examinations necessitated by any failure or derangement of the machinery or where the machinery is required to be worked for a purpose other than driving the vehicle; or
(c) in respect of a vehicle propelled by gas produced in plant carried on the vehicle, to such plant.

The Road Traffic (Vehicle Emissions) (Fixed Penalty)[6]

Part 6 – Stopping of engines
Stopping of engine when vehicle stationary

12. (1) An authorised person who has reasonable cause to believe that the driver of a vehicle that is stationary on a road is committing a stationary idling offence may, upon production of evidence of his authorisation, require him to stop the running of the engine of that vehicle.

(2) A person who fails to comply with a requirement under paragraph (1) shall be guilty of an offence and be liable on summary conviction to a fine not exceeding level 3 on the standard scale.

Issue of fixed penalty notice: stationary idling offence

13. An authorised person who considers that a stationary idling offence has been committed may, in accordance with Part 7, issue a fixed penalty notice to the driver of the vehicle.

Furnishing of information for the purposes of Part 6

14. (1) In connection with the discharge of his functions under this Part, an authorised person may require the driver of a vehicle in respect of which a requirement under regulation 12(1) is imposed to disclose to him –
(a) his name and address;
(b) his date of birth; and
(c) if he is not the person in whose name the vehicle is registered under the Vehicle Excise and Registration Act 1994(a) at the time

6 Source: http://www.opsi.gov.uk/si/si2002/uksi_20021808_en.pdf

that the requirement is imposed, the name of that person.

(2) A person who fails to comply with a requirement to furnish information under paragraph (1) shall be guilty of an offence and be liable on summary conviction to a fine not exceeding level 3 on the standard scale.

F. Switzerland

Federal State Law 741.11 Traffic Rule Regulation (unofficial English translation)[7]

Part 1: Rules for the vehicular traffic

Article 34. Avoidance of other annoyances

Paragraph 2. The engine has to be switched off also at short stops, as long as this does not delay depart.

Environmental Protection Department
June 2010

[7] Original text: German:<http://www.admin.ch/ch/d/sr/741_11/index.html>;
French: <http://www.admin.ch/ch/f/rs/741_11/index.html>

Annex B

Air Temperature, Humidity, Wind Direction and Wind Speed in Hong Kong on Days When "Very Hot Weather Warning" was Issued in 2009

Date	Measurements of Hong Kong Observatory Measuring Station					
	Air Temperature (℃)			Mean Relative Humidity (%)	Prevailing Wind Direction (Degrees)	Mean Wind Speed (m/s)
	Max	Mean	Min			
9/7/2009	32.7	29.7	27.9	72	260	2.5
10/7/2009	33.1	30.2	27.6	75	260	3.1
13/7/2009	33	29.6	27.6	77	260	1.3
14/7/2009	31	29.2	27.8	78	260	2
16/7/2009	32.5	29.2	27.5	83	100	4.7
17/7/2009	32.5	29.9	27.7	73	260	2.8
18/7/2009	34.3	29.4	26	78	260	3.1
26/7/2009	30.8	28.7	25.3	86	260	0.7
1/8/2009	32.5	30.3	27.8	71	260	2
2/8/2009	34.6	30.8	28.8	80	110	0.8
3/8/2009	34.9	29.9	27.6	80	90	3.5
7/8/2009	32.6	29.6	27.4	78	260	2.7
8/8/2009	34.2	30.4	28.2	78	260	3.6
9/8/2009	32.4	30.3	29.1	76	260	2.8
10/8/2009	32.4	29.2	27.4	87	260	1
20/8/2009	33.1	29.8	28	74	260	1.3
21/8/2009	32.9	30.1	28	70	260	1.8
22/8/2009	32.4	30	28.2	73	260	2.3
23/8/2009	34.2	30.4	28.6	75	260	1.8
25/8/2009	33.3	29.9	28.3	78	100	3.3
26/8/2009	33.3	30	28.4	79	110	2.5
27/8/2009	33.4	30	28.6	78	120	0.8
28/8/2009	33.5	30.4	28	73	260	2.5
29/8/2009	33.1	30.3	29.2	78	260	1.9
30/8/2009	33.8	30.4	28.2	77	100	1.7
31/8/2009	33.9	29.9	27.2	74	100	2.1
1/9/2009	33.4	29.9	27.8	74	100	2.9
2/9/2009	33.9	30	27.5	72	100	3.5
3/9/2009	34.3	30.6	28.4	71	100	3.8
4/9/2009	33.7	30	28.4	74	110	2.5
5/9/2009	33.9	30.1	28.3	71	110	3.4
6/9/2009	33.9	29.9	28.1	72	100	3.3
7/9/2009	34.6	30	28	74	100	3.3
8/9/2009	34.3	29.9	27.4	73	100	2.7
9/9/2009	32.1	29	25.8	78	100	3.5
13/9/2009	32.7	29.4	26.2	79	260	2.1
18/9/2009	32.5	29.6	27.3	78	260	2.8
19/9/2009	33.2	30.6	28.6	77	260	2.1
26/9/2009	33.8	29.6	27.7	74	100	2.2
27/9/2009	30.7	29.1	27.5	72	50	2.2

Annex B

Air Temperatures of Different Regions in Hong Kong on Days When "Very Hot Weather Warning" was Issued in 2009

Date	Measuring Station														
	Hong Kong Observatory			Sha Tin			Lau Fau Shan			Ta Kwu Ling			Wong Chuk Hang		
	Air Temperature (℃)			Air Temperature (℃)			Air Temperature (℃)			Air Temperature (℃)			Air Temperature (℃)		
	Max	Mean	Min	Max	Mean	Min	Max	Mean	Min	Max	Mean	Min	Max	Mean	Min
9/7/2009	32.7	29.7	27.9	35.7	30.4	26.9	33.6	29.4	26.3	34.4	29.1	23.7	31.9	28.7	25.8
10/7/2009	33.1	30.2	27.6	36.4	31.6	27.2	33.6	30.1	26.9	35.9	30.4	24.9	33.9	30.1	27
13/7/2009	33	29.6	27.6	34	30	27	33.1	29.4	26.5	34.2	29.2	25.4	31.4	28.7	26.1
14/7/2009	31	29.2	27.8	32.7	29.9	27.8	30.7	28.7	26.9	32.3	28.7	24.7	30.5	29	27.7
16/7/2009	32.5	29.2	27.5	32.4	29.6	28.1	33.6	29.7	27	32.6	29	26.6	31.5	29.3	27.6
17/7/2009	32.5	29.9	27.7	34.2	30.6	27.9	33	29.8	26.7	34.7	30	26.6	32.3	29.7	27.6
18/7/2009	34.3	29.4	26	36.2	30.3	26.6	35.7	29.7	25.8	35.5	29	25.7	35.1	29.4	26.2
26/7/2009	30.8	28.7	25.3	33.7	29.9	27.3	34.3	29.3	27	32.8	29	26.4	31.1	28.5	27
1/8/2009	32.5	30.3	27.8	35.2	30.8	26.5	33.2	29.9	26.4	34.7	29.5	24.5	32.1	29.2	25.8
2/8/2009	34.6	30.8	28.8	36.1	31.3	28	35	30.8	27.8	35.8	30.8	26.9	32.4	29.8	27.5
3/8/2009	34.9	29.9	27.6	35.4	30.8	27.5	35.8	30.4	27.7	34.8	29.9	27.5	34	30	27.3
7/8/2009	32.6	29.6	27.4	34.4	30.1	26.3	32.3	29.2	26.5	33.2	28.7	25	32.4	28.9	25.5
8/8/2009	34.2	30.4	28.2	34.6	31.5	28.8	32.9	30.2	27.6	33.5	30	26.5	34	30.4	28.3
9/8/2009	32.4	30.3	29.1	34.6	31.1	29.2	31.6	29.7	28.4	33	30	27.6	32.6	29.8	28.2
10/8/2009	32.4	29.2	27.4	34.9	30.1	28.2	32.3	28.8	26.7	33.5	29	27	31.9	28.8	27.5
20/8/2009	33.1	29.8	28	33.2	29.7	25.9	32.3	29.2	26.4	34	28.6	24.6	31.9	29	26.4
21/8/2009	32.9	30.1	28	33.9	30.3	26.9	32.7	29.4	27.1	35	29	24.2	32.6	29.1	26.7
22/8/2009	32.4	30	28.2	34.7	30.4	26.7	33.5	29.7	27.2	34.3	29.3	24.2	32.4	29.2	26.5
23/8/2009	34.2	30.4	28.6	35.6	30.3	27.1	33.4	29.4	26.9	35.6	27.9	23.8	32.8	29.7	26.9
25/8/2009	33.3	29.9	28.3	32.7	30.1	28.6	34.6	29.6	27.3	33	29.2	26.3	32	29.9	28.2
26/8/2009	33.3	30	28.4	33.5	30.1	26.9	31.5	28.4	25.2	33.6	29.4	26.3	32.5	29.9	27.7
27/8/2009	33.4	30	28.6	33.5	29.5	27.1	32.1	29.2	26.5	34.1	28.8	25.3	32.1	29.4	27.2
28/8/2009	33.5	30.4	28	35.8	30.8	26.5	34.2	30.2	26.6	34.7	29.5	24.8	33.8	29.8	26.4

Annex B

Date	Measuring Station														
	Hong Kong Observatory			Sha Tin			Lau Fau Shan			Ta Kwu Ling			Wong Chuk Hang		
	Air Temperature (℃)			Air Temperature (℃)			Air Temperature (℃)			Air Temperature (℃)			Air Temperature (℃)		
	Max	Mean	Min	Max	Mean	Min	Max	Mean	Min	Max	Mean	Min	Max	Mean	Min
29/8/2009	33.1	30.3	29.2	34.7	30.5	28	32.7	28.7	24.9	34.3	28.7	25.8	32.5	30.1	28.1
30/8/2009	33.8	30.4	28.2	34.1	30.3	28	33.8	29.2	26.8	34.5	28.9	25.1	33.5	29.8	27.4
31/8/2009	33.9	29.9	27.2	34	29.4	25.8	33	28.3	25.3	33.9	27.7	22	33.5	29.6	26.7
1/9/2009	33.4	29.9	27.8	32.9	29.5	26.6	34.1	29	25.8	32.7	27.9	24.1	32.8	30.1	28.1
2/9/2009	33.9	30	27.5	33.4	30	27.2	34.2	29.6	26.1	33.5	28.7	24.4	33.2	30.3	27.4
3/9/2009	34.3	30.6	28.4	33.3	30.4	27.8	35.3	30	27.1	33.9	29.5	25.8	33.6	30.8	28.2
4/9/2009	33.7	30	28.4	35.1	30.8	28.1	33	29.3	26.6	35	29.6	25.5	31.8	29.7	27.5
5/9/2009	33.9	30.1	28.3	33.7	30.2	28.1	35.3	30	27	33.7	29.5	26.2	32.7	29.9	27.9
6/9/2009	33.9	29.9	28.1	34	29.8	27.2	35.3	29.9	26.7	34	29.1	24.8	33	29.6	26.4
7/9/2009	34.6	30	28	34	29.7	27.3	35.9	29.9	26.6	34.2	29.2	25.9	33	29.8	27.7
8/9/2009	34.3	29.9	27.4	34.4	29.5	25.3	35.7	29.8	25.5	34.6	29	23.9	33.6	29.2	25
9/9/2009	32.1	29	25.8	32.7	29.5	26	34.3	29.9	27	32.8	28.8	25.2	32.2	29.7	27.1
13/9/2009	32.7	29.4	26.2	35.7	29.8	26.1	33.3	29.4	26.4	35.2	29	25	32.9	28.8	25.8
18/9/2009	32.5	29.6	27.3	34.8	30.1	26	33.1	29.2	26.2	33.8	28.6	24.5	33.4	29.3	26.2
19/9/2009	33.2	30.6	28.6	35.4	31.1	27.2	33.5	30.1	27.3	34.6	29.5	25	33.4	30.1	27.5
26/9/2009	33.8	29.6	27.7	34.3	29.5	26.7	35	29.5	26.7	34.4	28.6	25	33.5	29.3	26.7
27/9/2009	30.7	29.1	27.5	32.5	30	27	31.3	29.1	26.9	31.4	29	25.3	31.9	29.6	27.1

Annex B

Date	Measuring Station														
	Tseung Kwan O			Cheung Chau			Sai Kung			Shek Kong			Tun Mun		
	Air Temperature (℃)			Air Temperature (℃)			Air Temperature (℃)			Air Temperature (℃)			Air Temperature (℃)		
	Max	Mean	Min	Max	Mean	Min	Max	Mean	Min	Max	Mean	Min	Max	Mean	Min
9/7/2009	35.2	29.8	25.7	32.3	28.2	26	33.2	29.9	26.6	35	29.9	25.7	34.5	30.5	27.5
10/7/2009	35.2	30.5	26.9	33.5	28.9	26.1	33.7	30.8	27.9	35.3	30.5	26	35.4	31.4	28.3
13/7/2009	33.3	29	25.8	33.2	28.3	25.7	31.9	29.3	27.3	34.7	29.7	25.8	34.5	30.4	27
14/7/2009	33.1	29	25.8	30.9	27.9	26.3	31.5	29.3	27.1	32.3	29.3	26	32.8	29.8	28
16/7/2009	31.2	28.9	27.5	32.4	28.6	26.8	30.6	29.3	28	33.6	29.8	27.6	33.7	30.5	28.1
17/7/2009	34	29.4	26.8	33.8	29.1	26.6	32.6	30.3	27.9	34.4	30.2	26.6	35.3	31.2	27.9
18/7/2009	35.7	29.8	25.8	33.7	28.5	25.2	35.2	30.4	26.3	35.5	29.2	25.6	37	30.8	26.5
26/7/2009	32.6	28.7	26.6	32.7	27.9	24.9	31.5	28.9	26.9	33.3	29.5	25.8	32.8	29.7	27.4
1/8/2009	33.9	29	25.5	32.8	29.1	26.3	33.1	29.9	26.8	34.3	29.8	24.9	34.8	31.2	27.2
2/8/2009	35.2	29.8	26.8	32.8	29.3	27.5	34.5	30.4	28.3	36	30.9	27	36.3	31.5	28.8
3/8/2009	34	29.1	26.7	33.4	28.7	26.1	33.5	30	27.3	35	30.6	27.2	36.1	31	28.6
7/8/2009	33.8	29.4	25.5	32.1	28.4	25.8	34	30.1	26.8	34	29.6	25.1	34.2	29.9	26.6
8/8/2009	34.3	30.5	27.9	33.3	29.3	27.3	34	31.6	28.8	34	30.7	27.7	34.1	30.6	28.1
9/8/2009	34.2	30.5	28.3	33.2	29	27.4	33.7	31.1	29.3	33.8	30.4	28	32.8	30.4	28.9
10/8/2009	34.6	29.2	27.1	33.3	29.1	26.6	33.3	29.9	28.5	34	29.1	26.5	33.8	29.5	26.6
20/8/2009	33.5	28.9	25.7	33.4	28.9	26.6	32.2	29.8	27.2	34.2	29.3	25.4	33.7	29.9	27.3
21/8/2009	34.1	29.5	26.3	33.8	28.9	26.7	32.8	30	27.3	35.2	29.8	25.7	34.4	30.3	27.4
22/8/2009	34.8	29.4	25.7	33.7	29	26.5	34	30.6	27.4	34.7	29.7	25.9	33.6	30.2	27.4
23/8/2009	35.4	29.6	26.3	33.7	29.1	26.9	33.9	30.3	27.5	35.3	29.3	26.1	35.3	30.6	27.9
25/8/2009	32.3	29.3	26.9	31	28.5	26.2	31	29.6	28.2	33.5	29.8	27.2	32.1	29.6	27.7
26/8/2009	33	28.8	26.4	33	28.8	26.2	31.3	29.1	26.4	33.5	29.3	26.4	34.3	30.2	27.2
27/8/2009	33.7	29.1	26.4	34.3	29.4	27.2	33	29.6	27.4	34.5	29.4	25.9	34.6	30.3	27.5
28/8/2009	35.5	29.7	25.7	34.7	29.6	26.6	34.7	30.8	27.3	35.2	30	25.5	34.4	30.7	27.3
29/8/2009	34	29.8	26.8	34	29.6	27.6	32.8	30.3	28.1	35.1	28.3	24.8	33.9	29.9	28.6
30/8/2009	34.1	29.6	26.8	31.3	28.4	25	33	30.2	28.7	33.6	28.7	25.7	32.6	29.1	26.9
31/8/2009	34.1	28.8	25.4	33.2	28.7	26.4	32.5	29.6	27.5	33.8	28.1	23.8	33.2	29.1	26.7
1/9/2009	32.7	28.9	25.8	31.9	28.5	26.5	31.4	29.4	27.1	33.1	28.8	24.7	33.4	29.4	26.9

Annex B

Date	Measuring Station														
	Tseung Kwan O			Cheung Chau			Sai Kung			Shek Kong			Tun Mun		
	Air Temperature (℃)			Air Temperature (℃)			Air Temperature (℃)			Air Temperature (℃)			Air Temperature (℃)		
	Max	Mean	Min	Max	Mean	Min	Max	Mean	Min	Max	Mean	Min	Max	Mean	Min
2/9/2009	33.7	29.8	26.4	33.1	29.1	26.6	32.4	29.9	27.2	33.6	29.8	26.2	33.5	29.9	27.1
3/9/2009	34.1	30.4	26.9	33.2	29.5	27.5	32.4	30.2	28	34.2	30.2	26.6	32.5	29.9	27.3
4/9/2009	34.5	30.2	27.4	33.7	29.3	27.2	32.8	30.4	28.4	34.8	30.3	26.6	32.9	29.8	27.1
5/9/2009	33.6	29.7	27.1	32.9	28.8	26.8	32.1	29.9	28.2	34.7	30.3	26.8	32.9	29.6	26.9
6/9/2009	33.5	29.3	26	33.7	28.8	26.2	32	29.6	27.4	34.5	29.8	25.4	33.6	29.7	26.9
7/9/2009	33.3	29.5	26.5	33.1	28.7	26.6	32.3	29.6	28.1	35.1	30	25.9	33.7	29.6	26.9
8/9/2009	33.6	28.9	24.9	34.7	28.5	25.4	32.3	29.4	26.7	35.3	29.7	24.2	34.4	29.9	25.3
9/9/2009	32.2	28.9	25.6	31.7	28.6	26.4	31.3	29.2	25.4	32.7	29.4	25.5	33.9	29.9	27.3
13/9/2009	35	28.9	25	34.6	29.3	26	34	29.3	25.2	34.6	29.3	24.5	34.4	29.7	25.2
18/9/2009	34.2	28.8	25.4	33.5	28.4	25.7	33.5	29.8	26.3	34.3	29	24.7	34.1	29.8	26.5
19/9/2009	34.8	29.8	26.4	34.1	29.2	26.8	34	30.4	27.1	35.2	30	25.9	34.4	30.4	27.4
26/9/2009	33.9	28.5	25.6	33.2	28.2	25.9	32.3	28.9	27.2	35	29.5	25.8	35.3	29.9	27.2
27/9/2009	32.2	28.7	25.5	30.7	28.1	26.2	31.6	29.4	27.5	33	29.3	25.6	33.1	30	26.9

Hong Kong Observatory / Environmental Protection Department
June 2010

Annex C

53 Taxi Stands with a Capacity for 10 or More Taxis

	District	Location	Length (m)	Capacity (No. of Taxis)
1	Sha Tin	Sha Tin Racecourse (1)	225	45
2	Sha Tin	Sha Tin Racecourse (2)	225	45
3	Yuen Long	Tin Shui Wai MTR Station Public Transport Interchange (PTI)	120	24
4	Yuen Long	Yuen Long MTR Station	123	24
5	Tsuen Wan	Tai Ho Road near Tsuen Wan Ferry Pier and Tsuen Wan West MTR Station	95	19
6	Central & Western	Star Ferry Concourse	89	17
7	Wan Chai	Russell Street (within Times Square)	86	17
8	Wong Tai Sin	Diamond Hill Station PTI	95	17
9	North District	Choi Yuen Road near Sheung Shui MTR Station	85	17
10	Yuen Long	Long Ping MTR Station North PTI	84	16
11	Tuen Mun	Siu Hong MTR Station South PTI	80	16
12	Kowloon City	To Fuk Road	135	15
13	North District	PTI outside Sheung Shui MTR Station	75	15
14	Central & Western	New Macau Ferry Concourse	70	14
15	Wan Chai	Wan Chai Ferry PTI	73	14
16	Sham Shui Po	Festival Walk	70	14
17	Tsuen Wan	Tsuen Wan Transport Complex	70	14
18	Yuen Long	Tin Yan Road near Kingswood Ginza	50	14
19	Tai Po	On Pong Road	70	14
20	Lantau Island	Hong Kong International Airport (1)	70	14
21	Lantau Island	Hong Kong International Airport (2)	70	14
22	Lantau Island	Hong Kong International Airport (3)	70	14
23	Central & Western	The Peak Transport Interchange	66	13
24	Kwun Tong	Telford Plaza PTI	65	13
25	Sha Tin	Sha Tin Centre Street fronting Sha Tin Central Bus Terminus	68	13
26	Yau Tsim Mong	East Tsim Sha Tsui MTR Station Forecourt	72	12

Annex C

	District	Location	Length (m)	Capacity (No. of Taxis)
27	Wong Tai Sin	Lok Fu Commercial Centre	60	12
28	Sham Shui Po	PTI outside MTR Nam Cheong Station	60	12
29	Yuen Long	Long Lok Road (2)	60	12
30	Tuen Mun	Yan Ching Street, southern kerbside between Tak Ching Circuit and Kai Fat Path	62	12
31	Sha Tin	Prince of Wales Hospital	62	12
32	Sha Tin	Prince of Wales Hospital	60	12
33	Sha Tin	Yat Tai Street	60	12
34	Central & Western	Central Ferry Pier No. 2	55	11
35	Kowloon City	Fuk Lo Tsuen Road near Prince Edward Road West	45	11
36	Yau Tsim Mong	Star Ferry Pier	57	11
37	Yuen Long	Long Ping MTR Station South PTI	55	11
38	Tuen Mun	Tuen Shun Street eastern kerbside	55	11
39	Sha Tin	Yi Shing Square	55	11
40	Sha Tin	Tai Wai Station PTI	58	11
41	Tai Po	Tai Po Market MTR Station	55	11
42	North District	Fanling MTR Station Forecourt	55	11
43	North District	Cheung Wah Estate	57	11
44	Central & Western	Harbour View Street	50	10
45	Yau Tsim Mong	Hung Hom MTR Station	50	10
46	Kwun Tong	Lei Yue Mun Path	50	10
47	Yuen Long	Kam Sheung Road MTR Station	50	10
48	Yuen Long	Long Lok Road (1)	50	10
49	Tuen Mun	Sam Shing Bus Terminus	50	10
50	Tuen Mun	Siu Hong MTR Station North PTI	50	10
51	Tuen Mun	Tuen Mun Station PTI (Indoor)	54	10
52	Lantau Island	Tung Chung MTR Station	50	10
53	Lantau Island	Hong Kong Disneyland	50	10

Transport Department/Environmental Protection Department
June 2010