

**For discussion
on 25 April 2025**

Legislative Council Panel on Transport

**Review of Licence Fee for Electric Private Cars,
Fixed Penalties for Traffic Contraventions and
Parking Meter Fees**

PURPOSE

This paper seeks Members' views on the following outcomes and proposals of review of three fee/penalty items mentioned in 2025-26 Budget Speech to:

- (a) rationalise the licence fee structure and levels for electric private cars (e-PCs);
- (b) adjust the fixed penalty levels for traffic contraventions; and
- (c) adjust the maximum fee levels for on-street parking meters.

BACKGROUND AND JUSTIFICATIONS

Rationalising the licence fee structure and levels for e-PCs

2. Through the implementation of various policy measures¹, notable progress has been made in the popularisation of electric vehicles (EVs) in Hong Kong. The percentage of e-PCs among newly registered private cars (PCs) increased significantly from 6.3% in 2019 to 71.1% in 2024. As at end-2024, the number of licensed e-PCs in Hong Kong stood at 105 609, constituting 18.3% of the total number of locally licensed PCs.

¹ To promote green transport and attain zero vehicular emissions by 2050, the then Environment Bureau promulgated the Hong Kong Roadmap on Popularisation of EVs in 2021 (Roadmap). The Roadmap sets the target to cease new registration of fuel-propelled PCs (including hybrid vehicles) in 2035 or earlier. The Government also introduced a series of measures to encourage motorists to switch to EVs, which include offering first registration tax concessions for EVs, launching the "One-for-One Replacement" Scheme since 2018, providing higher first registration tax concessions (which was capped at \$287,500 at that time) to vehicle owners who scrap their old PCs to switch to e-PCs, as well as continuing the multi-pronged efforts in expanding the charging network for EVs.

3. The existing licence fees for e-PCs are charged by vehicle unladen weight². With the advancement of EV technologies, EV batteries are becoming lighter and smaller in size, and the performance of EVs with similar unladen weights continues to improve. Calculating licence fees by unladen weight is no longer appropriate, and may not fully reflect the value of the e-PCs. Therefore, the Government needs to revise the licence fee structure for e-PCs to align with the technological advancement and international practices.

4. There are similar practices to charge e-PCs fees or taxes by rated power in the international community. For instance, the annual road tax imposed on PCs in Singapore is charged based on the maximum power output in the case of e-PCs. Some economies (such as Italy and Spain) will take into account factors like vehicle power output when calculating the annual fees payable to governments for EVs. As the prices and electricity consumption of e-PCs are generally directly proportional to their rated power, charging licence fees based on rated power would be more appropriate under the fiscal consideration of “affordable users pay”. Adopting total rated power as the charging basis for e-PCs is also consistent with our current practice of charging fuel-propelled PCs according to engine cylinder capacity, because both reflect the horsepower of e-PCs’ motors and fuel-propelled PCs’ internal combustion engines respectively.

5. At present, the weighted average annual licence fee (ALF) for fuel-propelled PCs (about \$7,500) is about six times more than that for e-PCs (about \$1,100) in Hong Kong. The energy expense per kilometre (km) travelled by an e-PC is estimated to be around 89% less than that by a fuel-propelled PC³, contributing to savings of around \$32,000 in energy expenses per year⁴. In addition, the repair and maintenance costs for e-PCs are also comparatively

² The existing structure of annual licence fees (ALFs) for e-PCs by unladen weight is shown in the table below:

Electrically powered passenger vehicle	ALF (\$)
Not exceeding 1 tonne unladen weight; and	572
An additional fee for each 250 kg unladen weight or part thereof	124

Note: The ALFs are exclusive of the Traffic Accident Victims Assistance (TAVA) Fund levy.

³ According to the Electrical and Mechanical Services Department’s Energy Utilisation Index (Transport Sector), the electricity consumption of an e-PC is 19.7 kilowatt-hour per 100 km travelled. On the other hand, the fuel consumption of a petrol PC with engine cylinder capacity of 1 501-2 500 cubic centimetres (c.c.) (i.e. the class of engine cylinder capacity to which most petrol PCs in Hong Kong belong) is 11 litres per 100 km travelled. Assuming the petrol price of \$26.64 per litre with reference to the retail price of unleaded petrol as at 21 March 2025, the average fuel cost for petrol PCs is about \$2.93 per km travelled. As for e-PCs, with reference to the average net tariff of 167 cents per kilowatt-hour charged by the Hongkong Electric Company Limited in January 2025, the energy expense for travelling the same distance is about \$0.33, around 89% lower than that of petrol PCs.

⁴ According to the Transport Department’s Annual Traffic Census 2023 and statistics on PC licensing in December 2023, the average kilometrage per day per licensed PC was 33.74 km in 2023.

lower⁵. A wider range of brands and models, including more competitively priced e-PCs, have also been introduced to the market in recent years, providing consumers with more choices. We expect that e-PCs will remain appealing to motorists even after the rationalisation of licence fee structure and levels. In the future, we will continue to encourage motorists to switch to EVs.

6. To this end, the Government proposes to revise the licence fee structure for e-PCs by charging licence fees based on rated power⁶ instead of unladen weight, and suitably adjust the fee levels (see paragraph 17 for details), to align with the advancement of EV technologies and similar practices in other parts of the world. Currently, when a motor vehicle importer submits a type approval application to the Transport Department (TD), it is required to disclose information of a vehicle's rated power. The rated power of an e-PC is also clearly stated on the vehicle registration document and vehicle licence of each e-PC.

Adjusting fixed penalties for traffic contraventions

7. The Hong Kong Police Force (HKPF) issues Notice of Fixed Penalty (FPN) for road traffic offences under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240). FPNs issued under Cap. 237 are targeted against parking-related offences with a uniform penalty of \$320 for all offences. FPNs issued under Cap. 240 are targeted against a total of 71 traffic offences, such as speeding, overloading, and picking up/setting down passengers at restricted zones, which are regulated under the Road Traffic Ordinance (Cap. 374) and its subsidiary legislation, with fixed penalty levels ranging from \$230 to \$1,000.

8. The fixed penalty levels for illegal parking and most of the traffic contraventions have remained unchanged for 31 years since 1994. The most recent adjustment of traffic offence penalties was in 2018, during when the Legislative Council (LegCo) approved the Government's proposal to increase the FPN levels for five congestion-related offences⁷ (not including illegal

⁵ According to the findings of "Electric Vehicle Ownership Costs: Today's Electric Vehicles Offer Big Savings for Consumers" published by Consumer Reports, Inc. in October 2020, the estimated average repair and maintenance costs for battery EVs and plug-in hybrid EVs are approximately half the costs for internal combustion engine vehicles throughout the lifetime.

⁶ Some EVs may have more than one electric traction motor. In such case, the sum of rated power of each electric traction motor will be taken as the rated power of the EV. The relevant figures have been reflected in the vehicle registration document concerned.

⁷ The five traffic contraventions for which the LegCo gave approval for adjusting the penalty levels and

parking), and reduced the rate of increase to a range of \$400 to \$560. However, since 1994 and 2018, the Composite Consumer Price Index (CCPI) increased by over 70% and 10% respectively, potentially offsetting the deterrent effect of the penalties. The HKPF has been combating all kinds of traffic offences by rigorously conducting enforcement actions under the Selected Traffic Enforcement Priorities (STEP) to safeguard traffic safety and maintain smooth traffic flow. However, the numbers of certain traffic offences, such as speeding, failing to comply with road markings, crossing continuous double white line and using a mobile telephone when driving⁸, continue to trend upwards or remain at a persistently high level. As regards the statistics on traffic accidents, those of fatal accidents and deaths in the first quarter of this year recorded a significant rise of 40% as compared with the corresponding period in 2024. Moreover, the numbers of FPNs issued against illegal parking have remained on the high side, reaching 3.36 million, 3.01 million and 2.54 million in 2022, 2023 and 2024 respectively, which are on average 43% higher than the 1994 level.

9. In fact, the fixed penalty levels of traffic contraventions in Hong Kong are much lower than those of various overseas regions. Take illegal parking as an example, the fine levels (converted to Hong Kong dollars) in Singapore, London, and New South Wales of Australia range from \$400 to \$2,500, \$500 to \$1,200, and \$600 to \$3,200 respectively, whereas the highest level is 10 times more than Hong Kong's level (i.e. \$320). As for speeding, the fine levels (converted to Hong Kong dollars) in Singapore, London, and New South Wales of Australia range from \$800 to \$2,200, \$900, and \$700 to \$22,000 respectively, whereas the highest level is 22 times more than the level in Hong Kong (i.e. \$320 to \$1,000).

the levels of adjustment are as follows:

Unlawfully entering box junction	Increased from \$320 to \$400
Picking up/setting down passengers in restricted zone	Increased from \$450 to \$560
"U" turn causing obstruction	Increased from \$320 to \$400
Unauthorised stopping at bus stop/public light bus (PLB) stand/taxi stand/PLB stopping place	Increased from \$320 to \$400
Stopping public bus, PLB or taxi longer than necessary when picking up/setting down passengers	Increased from \$320 to \$400

⁸ The numbers of FPNs issued against other major traffic offences from 2022 to 2024 are as follows:

Traffic offence	2022	2023	2024
Speeding	262 757	251 183	193 409
Failing to comply with road markings	23 139	29 831	32 720
Crossing continuous double white line or white line with a broken white line	23 620	29 573	32 233
Using a mobile phone when driving	25 267	26 881	25 969

10. In this connection, we propose to increase the fixed penalty levels of certain traffic contraventions (including illegal parking) (see paragraph 22 for details) to enhance the deterrent effect, with a view to safeguarding traffic safety and maintaining smooth traffic flow. The HKPF will, in parallel, continue its enforcement actions under STEP to combat reckless behaviours which endanger road safety or cause serious obstruction. In 2024, the HKPF issued 2.54 million and approximately 480 000 FPNs against illegal parking and moving offences respectively, and towed away over 2 300 illegally parked vehicles. The HKPF has also stepped up promotional and educational efforts to raise the road safety awareness of road users with an aim to changing their undesirable behaviours and attitudes.

Adjusting parking meter fees

11. On-street parking spaces are provided to cater for the short-term parking needs of motorists. These parking spaces are normally metered, aiming at preventing long-term occupation and allowing more motorists to use them. At present, around 11 000 parking meters⁹ are provided for about 20 000 on-street parking spaces in Hong Kong. The TD has been striving to increase the provision of metered parking spaces, taking into account the road traffic situation and parking demand. The effort is evident in the growth of over 10% metered parking spaces between 2020 and 2024. However, the utilisation rate of these metered parking spaces has approached 90% (on average across the territory) to 95% (in certain busy areas). While the maximum fee for use of metered parking spaces had been set at \$2 per 15 minutes without adjustment for 31 years since 1994, the CCPI increased by over 70% during the period. The Government attempted an upward adjustment of metered parking fees with the LegCo twice in 2001 and 2018, but to no avail.

12. As the existing parking meter fees are significantly lower than the usual parking fees (including privately-operated car parks, short-term tenancy car parks, car parks under the Government Property Agency and the Hong Kong Housing Authority (HA) as well as car parks managed by the TD), some motorists tend to go round in circles to look for or wait for a vacant metered parking space, potentially leading to traffic obstruction. Motorists also have less incentive to pull out of metered parking spaces, thus lengthening the waiting time of other users.

⁹ There are three types of metered parking spaces for the parking of (i) vehicles other than medium and heavy goods vehicles, buses, motor cycles and pedal cycles; (ii) goods vehicles; and (iii) buses.

13. Given the above, we consider it necessary to optimise the use of limited resources by adjusting the maximum fees for metered parking (see paragraph 24 for details), with a view to increasing the turnover of vehicles using metered parking spaces to meet the short-term parking needs of motorists.

14. The Government's overarching policy in the provision of parking spaces is to accord priority to considering and meeting the parking demand of commercial vehicles (CVs), and to provide an appropriate number of PC and motorcycle parking spaces if the overall development permits. To avoid aggravating the burden on road traffic, the Government does not encourage members of the public who usually take public transport to switch to PCs or motorcycles. Nevertheless, the Government understands that some members of the public choose to commute by PCs for various reasons. Hence, the Government has been actively pursuing a host of short-term and medium-to-long-term measures to suitably increase the supply of parking spaces where circumstances allow, which include:

- (i) providing additional on-street parking spaces (including parking meters) at suitable locations;
- (ii) designating suitable on-street locations as night-time parking spaces for CVs;
- (iii) utilising spaces underneath flyovers for designation of parking spaces;
- (iv) communicating closely with the Lands Department to identify suitable sites for Short Term Tenancy (STT) car parks, and stipulating the provision of a minimum number of parking spaces for CVs in the tenancy agreement of suitable STT car parks;
- (v) opening up more parking spaces at government buildings for public use during non-office hours;
- (vi) encouraging schools to allow student service vehicles to park within school premises during non-school hours;
- (vii) requiring new development projects to provide suitable parking spaces in accordance with the parking standards stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) which were revised in August 2021. The revised HKPSG have increased the number of ancillary parking spaces for PCs in private and subsidised housing developments as well as the type and number of parking spaces for CVs in subsidised housing developments, and the number of loading/unloading bays, which will be opened up for overnight parking of large-size CVs;
- (viii) providing public parking spaces in suitable "Government, Institution or Community" facilities and public open space projects in line with the "single site, multiple use" principle; and
- (ix) taking forward automated parking systems in suitable public works

projects and STT car parks, so as to increase parking density and make parking more convenient for the public.

15. Recently, the TD is actively exploring with the Housing Department the feasibility of extending the flexible shared-use approach mentioned in paragraph 14(vii) above to existing public housing estates. Taking into account the fact that many CV drivers reside in public housing estates, if the loading/unloading bays of existing subsidised housing can be opened to CVs parking at night, it will help increase the supply of CV parking spaces. Meanwhile, the TD will continue its efforts to increase the number of metered parking spaces (especially in areas with greater short-term parking needs and higher utilisation rates of existing parking meters such as Kwun Tong, Wan Chai, Kwai Tsing and Yuen Long), and continue to identify parking spaces which are occupied without payment through the backend computer system, and share the relevant information with the HKPF to facilitate enforcement.

16. In addition, Ka Fu Fong Public Car Park in Sheung Shui, the first public vehicle park (PVP) project completed under the “single site, multiple use” principle as mentioned in paragraph 14(viii), was commissioned in November 2024, providing 326 parking spaces. With more than 10 other PVPs currently under construction or will commence construction shortly, it is expected that a total of about 3 200 parking spaces will be available by 2030. Furthermore, private car parks and STT car parks provided by the market will also be a good source of parking space supply. As the Government continues to implement multi-pronged measures to increase parking spaces and control the growth of vehicles in recent years, the ratio of number of parking spaces to number of licensed vehicles has gradually rebounded. For PCs, the ratio increased from 1.10 in 2020 to 1.14 in 2024.

THE PROPOSALS

Rationalising the licence fee structure and levels for e-PCs

(a) Adjusting the licence fees

17. In consultation with the Environment and Ecology Bureau, taking reference from the licence fee structure of fuel-propelled PCs, we propose to devise a five-tier licence fee structure for e-PCs based on their rated power. The first tier covers entry-level e-PCs with a rated power up to 75 kW, followed by four incremental tiers of 50 kW each, with the last and highest tier covering high performance e-PCs with rated power of 225 kW. We propose to set the licence fees for e-PCs at levels lower than those for fuel-propelled PCs to align with the direction of encouraging motorists to switch to EVs. Taking into

account public affordability, the adjustment process will take three years to complete. We plan to specify the overall adjustment process and increments of licence fees in the legislative amendment proposal. Details are as follows:

Rated power of e-PCs (kW)	ALF (\$) ^{#*}		
	From end-2025 to December 2026 (with a 4-month grace period[@])	2027	2028
≤ 75	1,500	2,000	3,000
> 75 – 125	2,000	3,000	5,000
> 125 – 175	2,500	4,500	7,000
> 175 – 225	3,000	6,000	9,000
> 225	5,000	8,000	11,000
# Exclusive of the TAVA Fund levy (at \$114 per vehicle annually) * The fee for a licence for four months is 35% of that for an annual licence, plus an additional fee of \$30. @ See paragraph 19 below			

18. Under the proposed licence fee structure above, by 2028, the licence fee levels will still be 25% (fifth tier) to 40% (first tier) lower than the current licence fees for fuel-propelled vehicles. According to the current distribution of licensed e-PCs, 99% of the vehicles fall within the first, second and third tiers, while the proportions of vehicles in the fourth and fifth tiers are only 1% and 0.1% respectively. Details are as follows:

Current licence fee structure for fuel-propelled PCs		Proposed licence fee structure for e-PCs			Comparison of proposed licence fees for e-PCs and fuel-propelled PCs (\$)
Cylinder Capacity Licence fee tiers (c.c.)	Licence fee (\$)	Rated power licence fee tiers (kW)	Proportion of licensed e-PCs in the licence fee tier (As at end-2024)	Proposed new licence fee (third-year) [#] (\$)	
≤1500	4,960	≤75	19.3%	3,000	-1,960 [-40%]
>1500-2500	7,384	>75-125	46.1%	5,000	-2,384 [-32%]
>2500-3500	9,815	>125-175	33.6%	7,000	-2,815 [-29%]
>3500-4500	12,246	>175-225	1.0%	9,000	-3,246 [-27%]
>4500	14,580	>225	0.1%	11,000	-3,580 [-25%]
[#] Exclusive of the TAVA Fund levy (at \$114 per vehicle annually)					

19. As the application for renewal of vehicle licence can be made within four months prior to the expiry date of the existing licence, to save eligible e-PC owners from the last-minute rush to the TD for renewing their vehicle licences right before the commencement of new fee structure, we propose to allow e-PC owners, who are eligible for renewing their vehicle licences on the commencement date of the new licence fee structure, to renew their vehicle licences for one year or four months at the existing levels of licence fee within four months from the commencement date. This special arrangement will not be extended to the adjustment exercises in 2027 and 2028, as the public will already be aware of the adjusted licence fees for the following two years.

20. The proposed adjustment to e-PC licence fees is estimated to bring in additional revenues of about \$33 million, \$220 million and \$550 million to the Government in 2025-26, 2026-27 and 2027-28 respectively.

(b) Exempting disabled e-PC owners from payment of licence fees

21. Concessions to licence fee are offered to fuel-propelled PCs owned by eligible disabled persons under the existing legislation¹⁰. However, the arrangement is currently not applicable to e-PCs. We propose to offer similar licence fee concession to eligible disabled e-PC owners¹¹ upon commencement of the new licence fee structure for e-PCs to support the policy of social integration advocated by the Government.

Adjusting fixed penalties for traffic contraventions

22. We propose to adjust the fixed penalty levels for the following traffic contraventions:

(a) All offences stipulated in Cap. 237:

These offences are related to illegal parking. Commission of these offences will reduce road capacity and affect the smooth flow of general traffic. The penalty for each of these offences is proposed to increase from the existing level of \$320 to \$400; and

(b) 19 items of the scheduled offences stipulated in Cap. 240 (see Annex for details):

These offences are related to road safety and traffic congestion, such as speeding, failing to comply with traffic signs and road markings, crossing continuous double white line, and using a mobile telephone when driving. Commission of these offences will directly endanger the safety of other road users or obstruct nearby traffic. The penalty for each of these offences is proposed to increase from the existing levels at \$320 to \$1,000 to the new levels at \$480 to \$1,500, while the penalty levels for other offences would remain unchanged.

¹⁰ Currently, no licence fee shall be payable where a registered PC owner is an eligible disabled person and the engine cylinder capacity of the PC does not exceed 1 500 cc. Where the engine cylinder capacity of the PC exceeds 1 500 cc:

(i) the ALF shall be calculated by the deduction from the prescribed licence fee payable in respect of its engine cylinder capacity which does not exceed 1 500 cc; and
(ii) the fee for a licence for four months shall be 35% of the ALF plus an additional fee of \$15.

¹¹ No licence fee shall be payable where the rated power of an e-PC owned by an eligible disabled person does not exceed 75 kW. Where the rated power of the e-PC exceeds 75 kW, the ALF payable shall be calculated by the deduction from the prescribed ALF payable in respect of its rated power which does not exceed 75 kW.

23. The proposed adjustment to the fixed penalties aims to enhance their deterrent effect. The actual financial impact will be subject to the number of FPN issued for cases of contravention.

Adjusting parking meter fee

24. We propose to increase the maximum fee for metered parking (except the parking spaces for goods vehicles, buses and coaches) from \$2 per 15 minutes to \$4 per 15 minutes, viz. a maximum fee of \$16 per hour¹², so as to increase the turnover of vehicles using metered parking spaces to meet the short-term parking needs of motorists. The adjusted fees will be more comparable to the median parking fees charged by carparks managed by the HA and TD. The additional revenues to be brought to the Government are estimated at about \$220 million in 2025-26, and about \$370 million in 2026-27.

25. CVs, which are responsible for the transportation of passengers and goods and play a vital role in the logistics and tourism industries as well as the overall economy, have substantive demand for parking spaces in their daily operations. Hence, the Government's policy in the provision of parking spaces is to accord priority to considering and meeting the parking demand of CVs. Therefore, we propose to maintain the fees for metered parking spaces for goods vehicles, buses and coaches¹³ at the existing level.

LEGISLATIVE AMENDMENT PROPOSALS

26. To provide a legal basis for the proposals of (a) rationalising the licence fee structure and levels for e-PCs; (b) adjusting the fixed penalty levels for traffic contraventions; and (c) adjusting the parking meter fees, the Government needs to amend (a) the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E); (b) the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240); and (c) the Road Traffic (Parking) Regulations (Cap. 374C) respectively.

¹² After the adjustment, parking meters currently charging \$2 per 15 minutes will be adjusted to charge \$4 per 15 minutes; and those charging \$2 per 30 minutes will be adjusted to charge \$4 per 30 minutes.

¹³ The parking spaces "for good vehicles" and "for vehicles other than medium and heavy goods vehicles, buses, motor cycles and pedal cycles" are also open to light goods vehicles.

NEXT STEP

27. We plan to submit the above legislative amendment proposals to the LegCo in the second quarter of 2025. The proposals of rationalising the licence fee structure and levels for e-PCs as well as adjusting the parking meter fees require the approval of the LegCo by way of negative vetting, while the proposal of adjusting the fixed penalty levels for traffic contraventions requires the LegCo's approval by way of resolution (i.e. positive vetting). Subject to the approval of resolution by the LegCo, we will make other consequential amendments¹⁴.

28. The above amendments will be implemented progressively in around three to six months after the LegCo completes its scrutiny.

ADVICE SOUGHT

29. Members are invited to offer views on the proposals in this paper.

Transport and Logistics Bureau
Transport Department
Hong Kong Police Force
April 2025

¹⁴ Including the fixed penalty prescribed by Form 1 of the Schedule to the Fixed Penalty (Traffic Contraventions) Regulations (Cap. 237A), the fixed penalties for 19 identified offences prescribed by Form 1 of the Schedule to the Fixed Penalty (Criminal Proceedings) Regulations (Cap. 240A), and the fixed penalty prescribed by Form 1 of Schedule 3 to the Housing (Traffic Contraventions) (Fixed Penalty) Bylaw (Cap. 283C). As stipulated in section 6 of Cap. 283C, there shall be a fixed penalty for a contravention of any of the provisions of section 4 which shall be a sum equal to the fixed penalty under section 13 of Cap. 237. Therefore, upon approval of the resolution by the LegCo to increase the fixed penalty under section 13 of Cap. 237, we will also have to move a motion in respect of the corresponding amendment to the fixed penalty prescribed by Form 1 of Schedule 3 to Cap. 283C.

Annex

The Existing and Proposed Fixed Penalties for 19 Scheduled Offences under the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240)

Item <small>Note</small>	Description <small>Note</small>	Existing Fixed Penalty	Proposed Fixed Penalty
1	Driving in excess of speed limit by 15 km/h or less	\$320	\$480
2	Driving in excess of speed limit by more than 15 km/h, other than where item 2A or 2B applies	\$450	\$675
2A	Driving in excess of speed limit by more than 30 km/h, other than where item 2B applies	\$600	\$900
2B	Driving in excess of speed limit by more than 45 km/h	\$1,000	\$1,500
6	Driving unlicensed vehicle	\$450	\$675
9	Unlawfully entering box junction	\$400	\$600
9A	Unlawfully entering yellow striped light signal crossing	\$320	\$480
10	Crossing continuous double white line or white line with a broken white line	\$450	\$675
12	Picking up/setting down passengers in restricted zone	\$560	\$840
13	Loading/unloading goods in restricted zone	\$450	\$675
14	Failing to comply with traffic signals	\$600	\$900
16	Failing to give precedence to pedestrians on a zebra crossing	\$450	\$675
17	Failing to stop for school crossing patrol	\$450	\$675
18	“U” turn causing obstruction	\$400	\$600
18A	Using a mobile telephone or other telecommunications equipment or an accessory to such telephone or equipment while the vehicle is in motion	\$450	\$675
20	Unauthorised stopping at bus stop/PLB stand/taxi stand/fleet taxi stopping place/PLB stopping place	\$400	\$600
26	Failing to comply with traffic signs	\$450	\$675
27	Failing to comply with road markings	\$450	\$675
48	Stopping public bus, PLB or taxi longer than necessary when picking up/setting down passengers	\$400	\$600

Note: The item numbers and descriptions as in the Schedule to Cap. 240.