Consultation Paper

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A Proposal to Ban Idling Vehicles with Running Engines

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I Love Hong Kong
I Love GREEN

Environment Bureau
Hong Kong SAR Government

CONSULTATION PAPER

A Proposal to Ban Idling Vehicles with Running Engines

INTRODUCTION

This document outlines the Government's proposal on introducing legislation to ban idling vehicles with running engines ("idling vehicles") in Hong Kong. You are invited to take time to read this consultation document and provide your comments and views to help shape the final scheme by sending us your views on or before 31 March 2008.

Section 1 – Extensive Measures to Reduce Vehicle Emissions

1.1 Hong Kong is facing two air pollution problems: street-level pollution and ambient air pollution. The former is mainly caused by the intensity of vehicles in our dense urban environment and the latter by both local and regional emission sources. To improve air quality, we have to tackle both problems head on.

1.2 Hong Kong has the highest road traffic density in the world. We have about 550 000 vehicles with a total road length of only 2000 km. On average, there are 275 vehicles per km on the road. The high road traffic density, together with the high urban density, impedes air pollutant dispersion and traps air pollutants at the street level. In fact, vehicles are the second largest source of air pollution in Hong Kong, contributing to 25%, 25% and 15% of the territory-wide emission of respirable suspended particulates (RSP), nitrogen oxides (NOx) and carbon dioxide (CO_2) respectively.

1.3 Since 1999, we have implemented a package of measures to curb vehicular emissions –

(a) financial incentives for diesel taxis to be replaced by liquefied petroleum gas (LPG) taxis. Almost all taxis are now LPG vehicles;

(b) financial incentives for light buses to switch to LPG or electric models. About 56% public light buses (PLB) are now LPG

vehicles;

(c) motor vehicle diesel and petrol required by law to comply with Euro IV standards;

(d) financial incentives for pre-Euro diesel vehicles to retrofit emission reduction devices;

(e) emission standards for newly registered vehicles progressively tightened in tandem with the European Union, the latest requirement being Euro IV;

(f) fines for smoky vehicles more than doubled and enforcement stepped up; and

(g) all pre-Euro diesel vehicles are required to be installed with approved emission reduction devices by 1 April 2007.

1.4 The efficient public transport systems in Hong Kong has helped reduce car trips and hence vehicle emissions. At present, 90% of the population's daily travel (i.e. over 11 million passenger trips per day) is by way of public transport.

1.5 Being the largest public transport carrier in Hong Kong, railways carry 36% of passengers every day (i.e. over 4 million passenger trips every day). To further reduce reliance on road-based transport, we are continuing to press ahead with the construction and planning of a number of major railway projects, including the Kowloon Southern Link, the West Island Line and the Shatin to Central Link.

1.6 Franchised buses carry 35% of the passenger trips every day (i.e. about 3.9 million passenger trips every day). The Government requires franchised bus companies to take a number of measures to reduce vehicle emissions. These include deployment of environment friendly buses on busy corridors, installation of emission reduction devices, rationalisation of bus routes and stops and the introduction of bus-bus interchange schemes to reduce bus trips.

1.7 As a result of the bus rationalisation programmes, bus trips in Central were reduced by 18% (2 800 trips) from 1999 to 2006 whereas a reduction of 22% was registered for Yee Wo Street in Causeway Bay (1 900 trips). In addition, about 1 700 bus stoppings per peak hour were reduced in Central during the same period through rationalisation of bus

stops. The total number of franchised buses has decreased from about 6 200 in end 2000 to about 5 900 in end 2006. These measures have helped reduce roadside emission, particularly along busy corridors.

1.8 In end-2006, around 66% of the franchised buses were with engines of Euro II or above emission standards. All buses with pre-Euro and Euro I engines (about 34% of the bus fleet) have been retrofitted with catalytic converters or continuous regenerating traps. It is estimated that by end-2011, the percentages of franchised buses with engines of Euro II or above will be increased to 84% of the total fleet.

1.9 This package of measures has yielded concrete results. Between 1999 and 2006 –

(a) the concentration of RSP at the roadside dropped 13% ;

(b) the concentration of NOx at the roadside dropped 19% ;

(c) the number of hours where roadside air pollution index exceeds 100 was reduced from 956 hours to 629 hours, down 34% ; and

(d) the number of smoky vehicles spotted reduced by 80%.

1.10 To help further improve our roadside air quality, the Chief Executive announced in his Policy Address in October 2006 the following new measures –

(a) a $3.2 billion one-off grant scheme to provide incentives for the early replacement of pre-Euro (within 18 months) and Euro I diesel commercial vehicles (within 36 months), totalling about 74 000 eligible vehicles, with Euro IV models. The replacement programme will reduce 10% of NOx and 18% of RSP of our total local pollutants;

(b) a 30% reduction in their First Registration Tax, subject to a cap of $50,000 per vehicle, to encourage the use of environment friendly petrol private cars; and

(c) to consult the public on whether legislation should be enacted to ban idling vehicles.

Items (a) and (b) were launched on 1 April 2007.

Section 2 – Problems Caused by Emissions of Idling Vehicles

2.1 Some drivers do not switch off the engines of their vehicles while waiting in order to run the air-conditioning systems for comfort. Although such emissions, in terms of quantity, do not contribute significantly to the local vehicle emissions, they cause heat and noise nuisance to the pedestrians and shops nearby. The nuisance problem is more apparent during bad air pollution days and summer.

2.2 The table below gives a comparison of the emissions by an idling engine and an engine of a moving vehicle. While the emissions of, say, a diesel PLB with an idling engine are about half or less than half of those of a moving diesel PLB, the idling engine is still producing pollutants which impact on our air quality. This is the same in respect of diesel heavy-duty vehicles. As for petrol private cars, it is noted that an idling engine is emitting almost as much carbon monoxide and hydrocarbons as an engine of a moving vehicle.

Comparison of Emissions while Vehicles are Running and Idling without switching off engines

	Emission in gram per minute								
	Carbon Monoxide		**Nitrogen Oxides**		**Hydrocarbons**		**Particulates**		**All Pollutants**
	running	idling	running	idling	running	idling	running	idling	Engine switched off
Private car (unleaded petrol)	4.92	4.0	0.68	0.2	0.39	0.31	negligible	negligible	0
	23% more		2 times more		25% more		--		
Public light bus (diesel)	0.53	0.3	0.93	0.5	0.29	0.08	0.25	0.044	0
	one time more		one time more		2.5 times more		5 times more		
Heavy-duty vehicle (diesel)	3.73	2.0	4.92	2.0	0.98	0.21	0.58	0.042	0
	one time more		one time more		4 times more		13 times more		

Assumptions – Average speed is 25 km/hr
Effect of air conditioning included in the figures

2.3 Apart from generating RSP and NOx which are harmful to human health and cause smog, idling vehicles generate greenhouse gases which contribute to global climate change. It also results in greater health risks, particularly to young children, the elderly and those with

respiratory problems.

2.4 Idling a vehicle for as little as 10 minutes a day consumes an average of 100 litres of petrol a year; i.e. $1,400 a year assuming petrol is priced at $14 a litre. Idling a vehicle can also contaminate engine oil and accelerate the deterioration of engine components.

Section 3 – Consultation in 2000-2001

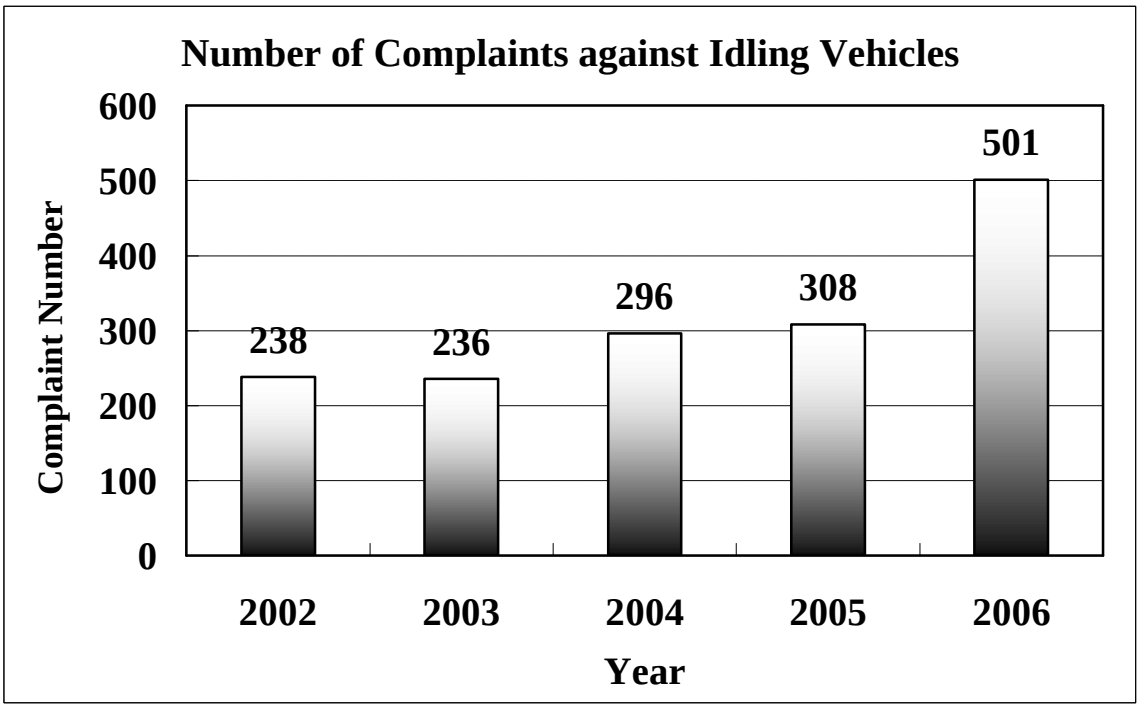
3.1 The good news is that idling is an environmental problem and health hazard that can be fixed easily. One needs only to switch a key. Anyone who drives a vehicle can be part of the solution rather than the problem. It is a matter of choice.

3.2 From July 2000 to January 2001, the Government consulted 18 District Councils (DCs), the transport trade and the Legislative Council on banning idling engines by way of legislation. There was no consensus on the issue. Many considered it impracticable to introduce a total ban on idling vehicles because of the operational needs of the transport trade. Some worried about putting the health of drivers and the passengers at risk if the air-conditioning systems of vehicles had to be switched off when the weather was hot. Some queried that enforcement problems would arise if the control scheme allowed a grace period for a vehicle to keep its engine running after coming to a stop. There was also concern that some drivers might circumvent the control by circulating on the road, resulting in more emissions and possibly traffic congestion. A summary of the views expressed in the last consultation is at **Annex A**.

3.3 In view of the lack of consensus in the community, the Government did not pursue the statutory ban and resorted to strengthening public education to promote the good practice of switching off idling engines. Details of these publicity and educational programmes are at **Annex B**.

3.4 However, the latest indication suggests that the community has now become more intolerant of idling vehicles and demands a more aggressive approach. As illustrated in the chart below, the number of complaints against idling vehicles has been on the rise in the last few years. More recently, the call for tightening the control on idling vehicles has kept mounting in the community amidst the growing public concern about our air quality. On 7 December 2005, the Legislative

Council passed a motion requesting, amongst a package of measures to curb the trend of continuing deterioration of air quality in Hong Kong, the Government to introduce legislation to require motorists to switch off the engines of their vehicles while waiting and accord priority to regulate emissions from idling engines of private cars and government vehicles. To respond to the public aspirations, we need to go beyond the educational approach and identify effective means to control idling vehicles.



Section 4 – Control Measures in Overseas Cities

4.1 In view of the nuisances caused by idling vehicles, some cities in overseas countries have introduced a statutory ban on idling vehicles. These include cities in the United States, the United Kingdom, Canada, and also countries which have hot and humid summer like Hong Kong, such as Japan and Singapore.

4.2 Some cities exempt certain types of vehicles from the statutory ban having regard to their operational need. For example, the legislation in Singapore exempts idling vehicles that require operation of on-board machinery for some ancillary purposes. In the City of Toronto, Canada, the legislation grants exemption to emergency vehicles (such as police and fire vehicles), mobile workshops, vehicles being idled for repair and armoured vehicles.

4.3 Some cities allow short grace duration for vehicles to idle after coming to a halt. For example, in New York City and San Francisco, vehicles are allowed grace duration of idling for three and five minutes respectively.

4.4 Extracts of overseas anti-idling legislation are at **Annex C**.

Section 5 – Issues to be Considered for the Proposed Ban

Would the Public Accept the Inconvenience?

5.1. There is no disagreement in the community that all practicable and effective measures must be taken to improve our air quality. While the share of emissions from idling engines to our overall air quality problem is not large in relative terms, introduction of a statutory ban to require switching off the engines of idling vehicles will underline the community's resolve to tackle air pollution notwithstanding the inconvenience that it will bring to drivers and passengers. It may mean that PLB passengers and tourists have to endure the heat inside the vehicle compartment before the engine is turned on. It may mean that drivers have to endure the hot weather while waiting by the roadside. It may mean that drivers will have one more discipline to observe. But this is exactly what should happen if the community is really concerned about our air quality.

Question (1): Do you agree that a statutory ban to require switching off the engines of idling vehicles should be introduced in principle?

What Types of Vehicles to be Controlled?

5.2 It may be argued that only diesel vehicles should be brought into the control scheme, if one is to be established, as they are the most polluting. On the other hand, petrol and LPG vehicles also contribute to air pollution, albeit to a less serious extent in relative terms.

Question (2): In addition to diesel vehicles, do you agree that the ban, if introduced, should also cover petrol and LPG vehicles?

5.3 One should also consider whether certain classes of vehicles should be exempted. Vehicles of disciplinary forces, other emergency vehicles and vehicles which have their engines idling for genuine operational needs would be the more obvious candidates. Other exemptions would have to be justified. For example, should exemption be granted to a tourist coach stopped at the roadside so that the passengers who have boarded it can enjoy the air-conditioning? Or should no exemption be given on ground that the comfort of the few passengers would be at the expense of the pedestrians and our air quality?

Question (3): Do you agree that certain types of vehicles should be exempted from the ban for operational reasons? If so, which types of vehicles should be exempted?

Whether to Designate No-idling Engine Zones and Hours?

5.4 It can be argued that any control should be applied only to areas where the air is most polluted and during those hours where the pedestrian flow is the busiest. However, if we accept the principle that vehicle emissions should be reduced to a minimum and that zero emission is obviously better than some emissions for the overall benefit of Hong Kong, then this argument will fall away. In addition, if we are to consider designating such zones and hours, we would need to consider the problems relating to enforcement. For example, how can drivers and enforcement agents identify these zones clearly? If different zones have different hours of restriction, will drivers be confused?

Question (4): Do you agree that the ban should be made territory-wide or applied only to some selected areas or hours during which the air is most polluted? If you are in favour of the latter approach, what would be the criteria for selecting the areas or hours of exemption?

Should a Grace Period be Set for Idling Vehicles?

5.5 It is sometimes suggested that an allowance should be given to drivers to leave the engine idle for a short while after stopping. In considering this suggestion, we should bear in mind that any time limit

set is bound to give rise to arguments between the driver and the enforcement agent on how long the engine has been idling since the vehicle has stopped. In addition, some quarter of the community may argue that the concept of a grace period is flying in the face of the consensus of the community to do everything possible to improve roadside air quality.

Question (5): Do you accept allowing no grace period for drivers to leave their engines idle for a while after stopping? If not, what should be the appropriate grace period?

Section 6 – The Proposed Control Framework

Overall Framework

6.1. Taking account of all the relevant considerations set out in the preceding sections, we **propose** that –

(a) if a driver (including a government vehicle driver) does not switch off the engine of his vehicle when it is idle, he commits a contravention and will be issued with a fixed penalty ticket unless any of the exemptions set out in paragraph 6.2 applies; and

(b) the ban be imposed territory-wide.

6.2 Making reference to overseas practice and the views collected in the last public consultation exercise, we propose that exemptions be given to –

(a) vehicles which stop at the roadside for active boarding or alighting, i.e. exemption will not be given to standing vehicles not conducting boarding or alighting activities;

(b) the first two taxis at a taxi stand and the first two PLBs at a PLB stand. The exemption is in line with the statutory requirement for the drivers of the first two taxis at a taxi stand to sit in or stand beside their taxis and for the drivers of the first two PLBs at a PLB stand not to leave the vehicles;

(c) taxis, PLBs or buses at their designated stops or stands either on-street or at termini, which are in the process of passenger boarding or alighting. The exemption will also be given to taxis and PLBs in a moving queue at their designated stops, stands or termini for their turns to pick up passengers;

(d) vehicles remaining motionless because of traffic conditions including traffic congestion, accidents and stopping as directed by traffic signs and marking, traffic lights or police officers;

(e) security transit vehicles operated by a security company holding a valid Security Company Licence issued by the Security and Guarding Services Industry Authority under the Security and Guarding Services Ordinance (Cap.460) for the provision of armoured transportation services;

(f) vehicles which are required to run their engines (including on-board auxiliary engines) for some ancillary purpose other than providing air-conditioning for comfort of drivers or passengers. Examples of such vehicles include lorry cranes, aerial platforms, mobile concrete pump, traffic warning signs and refrigerator trucks. However, exemption will not be given to vehicles running their on-board auxiliary engines for providing air conditioning for comfort of drivers or passengers;

(g) vehicles of disciplinary forces and other emergency vehicles (such as those of the Civil Aid Service, Auxiliary Medical Service and the St. John's Ambulance) while engaged in operational activities, including training activities; and

(h) vehicles engaged in a parade or any other event authorized by the Transport Department.

Question (6): We would welcome views on the proposed implementation framework set out in sections 6.1-6.2 above.

6.3 To cater for the unique requirements of a local community, we **propose** that on the advice of the Secretary for the Environment, the Government may exempt, by publishing a notice in the Gazette, a particular area or a particular period of time (including months or days or hours) from the statutory ban. In deciding on the exemption, the

Government will consider the views of the relevant DCs.

Question (7): Do you agree that the Government may exempt a particular area or a particular period of time from the statutory ban? If yes, what should be the criteria for considering such an exemption?

6.4 We **propose** that violation should not be based on how long an idling vehicle has kept its engine running as this will create an intractable enforcement problem and could lead to dispute between the law enforcement officers and the drivers. No exemption will be given in summer for vehicles idling to keep their air-conditioning running, or else the ban will be nullified.

Question (8): Do you agree that the ban should be effective throughout the year or waived during summer to allow drivers to keep the air-conditioning running for the comfort of drivers and passengers?

Enforcement and Penalty

6.5 Having regard to the practice overseas and for operational effectiveness, we consider traffic wardens should be responsible for enforcement of the legislation during their regular patrol of streets. Staff of the Environmental Protection Department will also be tasked to enforce the ban. We **propose** to impose only a fixed penalty of $320 for non-compliance with the proposed ban. A driver found contravening the ban will be served with a fixed penalty ticket on the spot. The driver can discharge his liability in respect of that contravention by payment of a fixed penalty. If the driver wishes to dispute liability for the contravention and declines to pay the fixed penalty, the matter shall be determined by a magistrate on complaint.

Question (9): Do you accept that the violation be made a contravention (a minor infraction, with a fixed penalty of $320 as the only punishment)?

Question (10): Do you accept that the ban be implemented by fixed penalty system rather than summons? The former legislative scheme is to afford an opportunity for the driver to discharge his liability to contravention (or liability to conviction for that offence, if the violation is made a criminal offence) by payment of fixed penalty.

Question (11): Do you accept pitching the level of fine at the same level as illegal parking, i.e. $320? If not, what should be the appropriate level?

Transitional Period

6.6 To help drivers and the transport trade to get used to the new statutory requirement, we **propose** that the ban takes effect three months after the enactment of the relevant legislation.

Section 7 – Sustainability Implications

7.1 Banning idling engines will help reduce vehicle emissions at the roadside. The proposal is in line with the sustainability principles of avoiding environmental problems for present and future generations, seeking to find opportunities to enhance environmental quality, and providing a living environment which promotes and protects the physical health of the people of Hong Kong.

Section 8 – Way Forward

8.1 Apart from consulting the public and the DCs, we will conduct consultation with the transport trades and other relevant trades. We will finalise details of the proposals after taking into account comments and views received from stakeholders and the community during this public consultation. Subject to the views received and the finalisation of the proposals, we plan to introduce the proposed ban around mid-2009.

YOUR VIEWS

9.1 We invite your views and comments on the proposed regulatory framework. A list of the key consultation points is set out at **Annex D**. Please send in your comments to us before 31 March 2008 by mail, electronic mail or facsimile to the following:

Address:	**Environmental Protection Department** Mobile Source Control Group Room 4518, 45/F, Revenue Tower 5 Gloucester Road Wanchai Hong Kong
E-mail address:	idling_msg@epd.gov.hk
Facsimile:	2824 9361
Website address:	http://www.epd.gov.hk/epd/idling

9.2 When returning by mail, you can make use of the postage paid questionnaire at the centre pages of this consultation document. If you have any enquiries, please contact us at 2594 6392.

9.3 Please note that the Government would wish, either in discussion with others or in any subsequent report, whether privately or publicly, to be able to refer to and attribute views submitted in response to this consultation document. Any request to treat all or part of a response in confidence will be respected, but if no such request is made, it will be assumed that the response is not intended to be confidential.

9.4 Every small step taken by each individual to support the clean-air initiatives can help reduce air pollution. We earnestly appeal for your support in achieving our common goal – '**Clean Air and Blue Sky for Hong Kong**'.

~ end ~

Annex A

A Summary of the Views Expressed in the Last Consultation

During the period from July 2000 to January 2001, the Government consulted the 18 District Councils (DCs) and the transport trade on a proposed territory-wide ban on idling vehicles.

Views of District Council Members

2. Members of the 18 DCs generally agreed that control of idling engines could reduce the nuisance caused to nearby pedestrians and residents by emissions from vehicles waiting on the road and that, therefore, such control should be put in place.

3. However, some DC members also considered it impracticable to introduce a total ban on idling engines. The following were comments and suggestions offered by DC members –

(a) some vehicles had to leave their engines running after coming to a stop owing to practical, operational needs;

(b) the health of the driver and the passengers of a passenger vehicle could be adversely affected if its engine, hence, air-conditioning, had to be switched off while waiting in hot weather;

(c) traffic and air pollution problems could be aggravated if motor drivers chose not to switch off engines but to circulate on the road;

(d) if control was to be introduced, a reasonable grace period should be provided to allow motor drivers to get used to the new requirement;

(e) the control scheme should be implemented in phases. Private cars should be brought under control first. The control scheme should be extended to other types of vehicles in phases;

(f) a trial should be conducted in winter when there would not be a need for a vehicle to keep the engine idling for the purpose of supporting the air-conditioning;

(g) the control scheme should only be implemented at locations where pedestrians were easily affected by vehicle emissions, such as bus termini and in the vicinities of hospitals and schools;

(h) exemption should be granted to certain types of vehicles such as public transport, emergency vehicles and vehicles with a genuine need to keep the engines idling for operational reasons; and

(i) if the control scheme allowed a grace period for a vehicle to keep its engine running after coming a stop, enormous enforcement problems could arise.

Views of Transport Trade

4. Different sectors of the transport trade were also consulted. They comprised groups and associations representing taxi and public light bus operators, truck drivers, public omnibus operators, school bus operators and operators of vehicles operating on construction sites. The transport trade generally agreed that control of idling engines should be implemented to reduce the nuisance caused by emissions from vehicles waiting on the road to nearby pedestrians and residents. However, the transport trade also indicated that any across the board control imposed on passenger vehicles would cause discomfort to drivers and the passengers and thus could adversely affect their business.

5. The specific comments put forward by the transport trade were as follows –

(a) **Taxi operators** – Taxis at taxi stands should be exempted. This is because they have to move forward all the time and, if they are subject to the control scheme, they would have to switch off and restart their engines frequently leading to extensive wear and tear of the motor starter and resulting in higher emissions. As regards taxis on the road, they would need to keep their engines running to maintain their air-conditioning while waiting for passengers in hot weather or

when it is raining. If we subject taxis to the control scheme, drivers would end up circulating on the road. This would have a negative impact on air quality;

(b) **Public light bus (PLB) operators** – At present, a PLB driver is required by the law to stay in his vehicle while passengers are boarding. If PLBs are subject to the control, the relevant legal provision should be amended so that the driver could wait by the side of the vehicle while passengers are boarding. If it is decided that the first few PLBs waiting at the front of a PLB stop should be exempted from control, the exempted area should be clearly demarcated to avoid disputes with the enforcement personnel;

(c) **Public omnibus operators** –Government should adopt an educational and advisory approach instead of going for legislation. Vehicles with turbo engines should be exempted as by design their engines would have to be left idling for a few minutes after coming to a stop to allow cooling before they should be switched off;

(d) **Truck operators** – Controlling idling engines only during certain seasons and setting a time limit for engines to idle after the vehicle has come to a stop should not be considered as these will give rise to confusion and disputes. Any control scheme should cover the whole of Hong Kong. Trucks should be exempted from any control scheme owing to their operational needs; and

(e) **School bus operators** – They are already being asked by schools to switch off their engines while waiting inside school compound or outside schools. It would be necessary for them to keep the engine on while waiting for students in order to keep the air-conditioning on for maintaining air supply and the comfort of other students already on the bus.

Annex B

Publicity Programme to Encourage Drivers to Switch off Idling Engines

- In the past six years, the Environmental Protection Department and the Transport Department have organised large-scale publicity events to promote the message of switching off the engine while waiting. These events were supported by the Environmental Campaign Committee, District Councils, schools and the transport trade. These large-scale promotional functions include –

  - Pledging ceremony of the "Wait Green - Engine Off" campaign held at the Tamar site - September 2001;

  - Environmental Protection Festivals - 2001 and 2002;

  - Clean Air Exhibition - March 2002;

  - World Environment Day and Environmental Education Workshop - June 2002;

  - Switching Off Idling Engines Publicity Activities in 18 District Councils – November 2003 to August 2004;

  - World Environment Day - June 2005; and

  - Clean Air Day – 20 November 2005.

  - Action Blue Sky Campaign – July 2006

- Other publicity and educational functions –

  - joint functions with schools with students distributing pamphlets to drivers; and

  - environmental awareness campaigns jointly organised with schools involving school environmental protection ambassadors, housing estates and other community organisations.

- Functions targeting at the transport trade –

- issuing “No idling engines” guidelines to the transport trade;

- in collaboration with the Hong Kong Automobile Association and the transport trade, distributing guidelines to their members, encouraging organisations to issue similar internal guidelines and conduct lectures for staff; and

- organising eco-driving seminars for fleet managers and employees of transport operators.

- Issuing guidelines to schools appealing to parents and school bus operators to switch off engines when waiting outside schools.

- Publicity programmes through TV and radio APIs.

Annex C

Extracts of Anti-idling Legislation in Overseas Countries

Example 1: Singapore
Environmental Pollution Control (Vehicular Emissions) Regulations
Part V on Offences

Paragraph 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.

(Source：http://app.nea.gov.sg/cms/htdocs/category_sub.asp?cid=190)

Example 2: City of Toronto, Canada
BY-LAW No. 673-1998
To Prohibit Excessive Idling of Vehicles and Boats.

Section 2

(1) No person shall cause or permit a vehicle or boat to idle for more than three (3) minutes in a sixty-minute period.

(2) Subsection A does not apply to:
- (a) Police, fire or ambulance vehicles or boats while engaged in operational activities, including training activities, except where idling is substantially for the convenience of the operator of the vehicle or boat.
- (b) Vehicles and boats assisting in an emergency activity.
- (c) Ferry boats operated by the City of Toronto or the Toronto Harbour Commissioners providing service to the Toronto

Islands, including the Toronto Island Airport.

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

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

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

(g) 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.

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

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

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

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

(l) 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.

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

(i) More than twenty-seven degrees Celsius (27°C.); or

(ii) Less than five degrees Celsius (5°C.).

(Source - http://www.toronto.ca/legdocs/bylaws/1998/law0673.htm)

Example 3: The United Kingdom

The Road Vehicles (Construction and Use) Regulations 1986

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 –

(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.

(Source: The Road Vehicles (Construction and Use) Regulations 1986, London: HMSO)

The Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002

PART 6 STOPPING OF ENGINES
Stopping of engine when vehicle stationary
Regulation 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

Regulation 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

Regulation 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[8] at the time

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.

(Source: http://www.opsi.gov.uk/)

Annex D

List of Key Consultation Points

The Government would like to hear the views of the public on the following issues –

Question (1) Do you agree that a statutory ban to require switching off the engines of idling vehicles should be introduced in principle? [Section 5.1]

Question (2) In addition to diesel vehicles, do you agree that the ban, if introduced, should also cover petrol and LPG vehicles? [Section 5.2]

Question (3) Do you agree that certain types of vehicles be exempted from the ban for operational reasons? If so, which types of vehicles should be exempted? [Section 5.3]

Question (4) Do you agree that the ban should be made territory-wide or applied only to some selected areas or hours during which the air is most polluted? If you are in favour of the latter approach, what would be the criteria for selecting the areas or hours of exemption? [Section 5.4]

Question (5) Do you accept allowing no grace period for drivers to leave their engines idle for a while after stopping? If not, what should be the appropriate grace period? [Section 5.5]

Question (6) We would welcome views on the proposed implementation framework set out in sections 6.1-6.2 above. [Sections 6.1-6.2]

Question (7) Do you agree that the Government may exempt a particular area or a particular period of time from the statutory ban? If yes, what should be the criteria for considering such an exemption? [Section 6.3]

Question (8) Do you agree that the ban should be effective throughout the year or waived during summer to allow drivers to keep the air-conditioning running for the comfort of drivers and passengers? [Section 6.4]

Question (9) Do you accept that the violation be made a contravention (a minor infraction, with a fixed penalty of $320 as the only punishment)? [Section 6.5]

Question (10) Do you accept that the ban be implemented by fixed penalty system rather than summons? The former legislative scheme is to afford an opportunity for the driver to discharge his liability to contravention (or liability to conviction for that offence, if the violation is made a criminal offence) by payment of fixed penalty. [Section 6.5]

Question (11) Do you accept pitching the level of fine at the same level as illegal parking, i.e. $320? If not, what should be the appropriate level? [Section 6.5]

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請到環境保護署、運輸署及各區民政事務處索取或從 www.epd.gov/epd/idling下載諮詢文件
- 諮詢期至二〇〇八年三月三十一日
- 查詢熱線：2594 6392

Consultation paper available at Environmental Protection Department, Transport Department, District Offices and www.epd.gov/epd/idling
- Consultation period: until March 31, 2008
- Enquiry hotline: 2594 6392

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