Environmental Report 2014

運輸署
Transport Department

Kam Sheung Road Station Park and Ride Facilities

Tuen Mun Road Bus-Bus Interchange

FOREWORD

The Transport Department is fully committed to environmental protection. We are conscious of the commitments under the Clean Air Charter and have been working whole-heartedly to improve air quality by taking proactive measures to mitigate the air pollution generated from our transport system. We have also exerted influence over our business partners in the transport sector, for example, franchised bus, public light bus and taxi operators, to encourage them to join us in pursuing the wide range of measures aimed at protecting the environment.

We will continue to strive for achievement of our Departmental Vision, viz.*"we will provide the world's best transport system which is safe, reliable, efficient,* ***environmentally friendly*** *and satisfying to both users and operators"*. In this issue of our Environmental Report we aim to advise the readers what has been done in 2014 by or through the Transport Department to improve the quality of our living environment.

ABOUT THIS REPORT

This Environmental Report covers the period from 1 January 2014 to 31 December 2014. It is published in electronic version on our web site for the sake of reducing paper consumption. Its target readers are members of the general public. The readers will be informed of the business of our Department, the efforts we have made and the measures we have taken to protect the environment.

Any suggestions or comments on this report are most welcome and can be sent to tdenq@td.gov.hk.

ABOUT TRANSPORT DEPARTMENT

Our Department is responsible for the implementation of the Government's transport policy under the following 5 programme areas:

(i) Planning and Development;
(ii) Licensing of Vehicles and Drivers;
(iii) District Traffic and Transport Services;
(iv) Management of Transport Services; and
(v) Transport Services for People with Disabilities.

Our headquarters are located in the Immigration Tower in Wanchai. We have also some 21 sub-offices accommodated in other government offices or private commercial buildings. As at 31 December 2014, we had an establishment of 27 directorate posts and 1,483 non-directorate posts. In our daily business, we manage or operate the following main types of facilities:

(i) public transport interchanges/termini;
(ii) vehicle inspection centres;
(iii) driving test centres;
(iv) traffic lights;
(v) escalators;
(vi) CCTV and variable message signs;
(vii) intelligent transport systems; and
(viii) roads and pedestrian facilities.

Besides other government departments, our business partners include the operators of franchised and non-franchised buses, tram, taxi, ferry and public light buses. We also run maintenance, operation and management contracts with the various tunnel and Government carpark operators.

ENVIROMENTAL GOAL

Our environmental goal is to provide an environmentally friendly transport system in Hong Kong.

ENVIRONMENTAL POLICY

We are committed to providing a transport system in an environmentally acceptable manner to align with the sustainable development of Hong Kong.

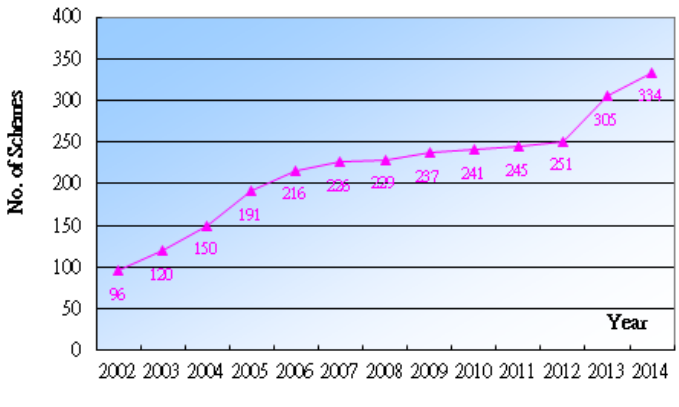
ENVIRONMENTAL OBJECTIVES

Environmental Objective No. 1 - <u>Reduction in Vehicular Traffic</u>

In managing the public transport system, we coordinate the roles played by the various public transport modes, including the rail, bus, tram, public light bus, taxi, ferry etc., so as to achieve the highest possible overall efficiency. This includes rationalizing public transport services to improve accessibility whilst avoiding duplication and raising the level of service to improve attractiveness. In the end, it helps to reduce vehicular traffic and mitigate air pollution. With these benefits in mind, we make our best efforts to enhance the efficiency of the transport system in the following ways:

(i) Implementation of public transport interchange schemes

The introduction of interchange schemes enables passengers to make the most efficient use of the transport system across different modes. They include bus-rail interchange, green minibus-rail interchange, taxi-rail interchange, and bus-bus interchange schemes. The numbers of bus-bus interchange schemes implemented since 2002 are shown in the graph on the right.

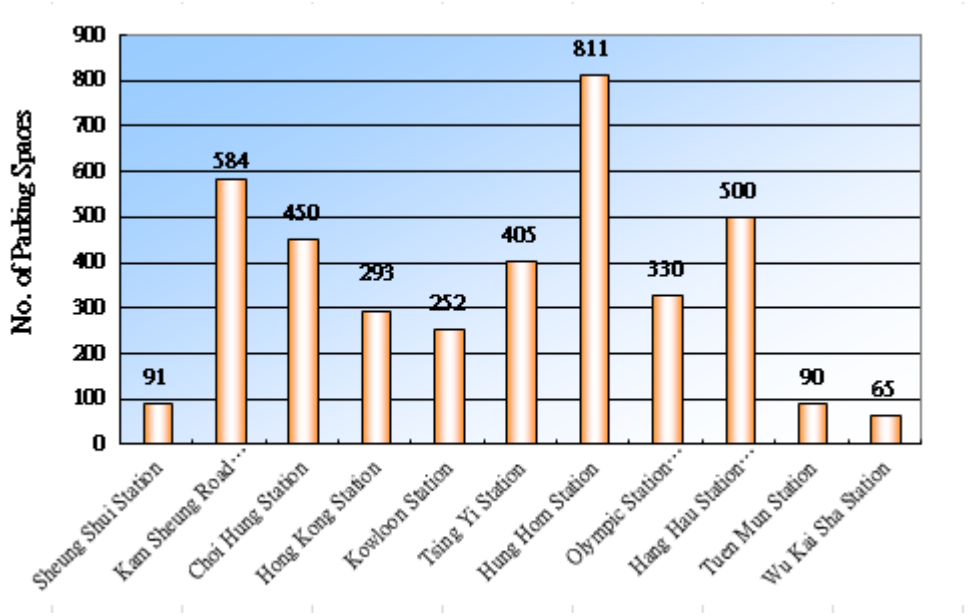


(ii) Rationalization of bus routes and stops

This process includes amalgamation, truncation and modification of bus routes, re-location of bus stops and adjustment of bus schedules to match the prevailing passenger demands. The resulting arrangements can help to reduce traffic congestion. The cumulative reduction of the number of bus trips since 2002 is shown in the graph on the left.

(iii) Provision of park-and-ride (PnR) facilities

These facilities are carparks provided near railway stations. People can shorten their private car trips and switch to the rail for the major part of their journeys. The number of parking spaces provided in each PnR facility is shown in the graph below.



(iv) Provision of bicycle parks

In the New Territories, we monitor the demand for bicycle parks, and make provisions (amounting to a total of about 16,700 cycle parking spaces) close to railway stations to enable bicycle riders to change to the rail.

Environmental Objective No. 2 - <u>Tightening of Emission Control</u>

We have adopted the Euro IV emissions standards since 1 October 2006 to tighten the control over the vehicle emissions in the manner as detailed below. We have further tightened the requirement to Euro V emission standards since 1 June 2012.

(i) Franchised buses imported before 1 October 2006

We encourage the franchised bus operators to retrofit emission reduction devices on their serving buses to reduce their particulates emission. For all those Euro I buses, the retrofitting works of Diesel Oxidation Catalyst (DOC) had been completed since 2003. All franchised bus companies had

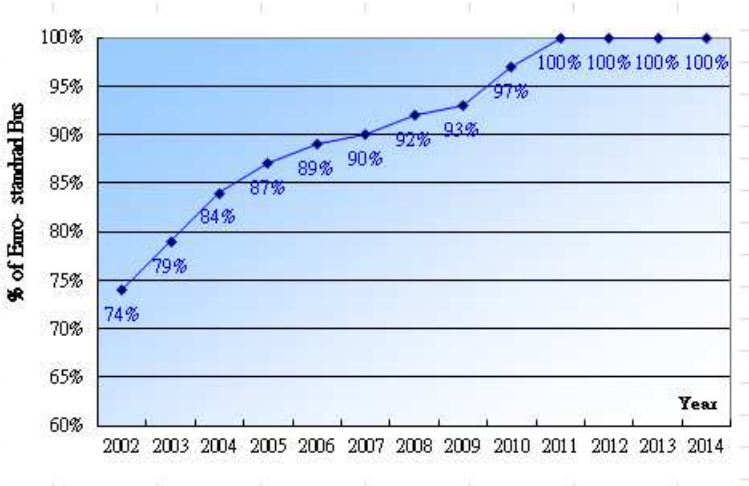
completed to retrofit Diesel Particulate Filter (DPF) on all Euro II and III buses in 2010 with the exception of a few bus models where retrofitting of DPF onto these bus models is not technically feasible.

(ii) Franchised buses and medium & heavy diesel vehicles over 3.5 tonnes imported on or after 1 October 2006

◦ Euro V

We require franchised buses and medium & heavy diesel vehicles over 3.5 tonnes imported on or after 1 October 2006 to comply with Euro IV emission standards for registration in Hong Kong. We have further tightened the emission standards to Euro V emission standards since 1 June 2012 for all newly registered vehicles, except light goods vehicles of design weight not more than 3.5 tonnes.

The yearly variation of the percentages of buses complying with the Euro Emission Standard since 2002 is shown in the graph on the right.



(iii) All private cars, taxis, light buses, goods vehicles, buses and special purpose vehicles

We require them to pass smoke or emission tests during their annual inspection. We also select about 10% of the diesel vehicles per day to undergo the dynamometer smoke test at the Kowloon Bay Vehicle Examination

Smoke Test

Centre. The in-use diesel vehicle emission standard has been tightened from 60 Hartridge Smoke Units (HSU) to 50 HSU since 1 May 2008.

Further, we encourage the franchised bus operators to deploy Euro II or above buses to run in busy corridors such as Yee Wo Street, Hennessy Road, Queensway, Des Voeux Road Central and Nathan Road.

Environmental Objective No.3 - <u>Use of Alternative Fuel Vehicles to replace Diesel Vehicles</u>

Since February 2001, in response to our appeal, the franchised bus operators have switched the fuel of all franchised buses to ultra low sulphur diesel, which can reduce particulate emission by 5 to 10%. Euro V diesel was introduced on 1 December 2007 and replaced Ultra Low Sulphur Diesel since then.

Besides, we took part jointly with other Government departments in the promotion of "cleaner" fuel such as liquefied petroleum gas (LPG) or electricity in place of diesel. Our efforts include the implementation of the following:

(i) Conversion of diesel taxis to LPG taxis and introduction of alternate fuel

As at end of 2014, about 99% (i.e. 18,071 Nos.) of the taxis were LPG taxis. Hybrid taxis and electric taxis have started serving Hong Kong since 2013.

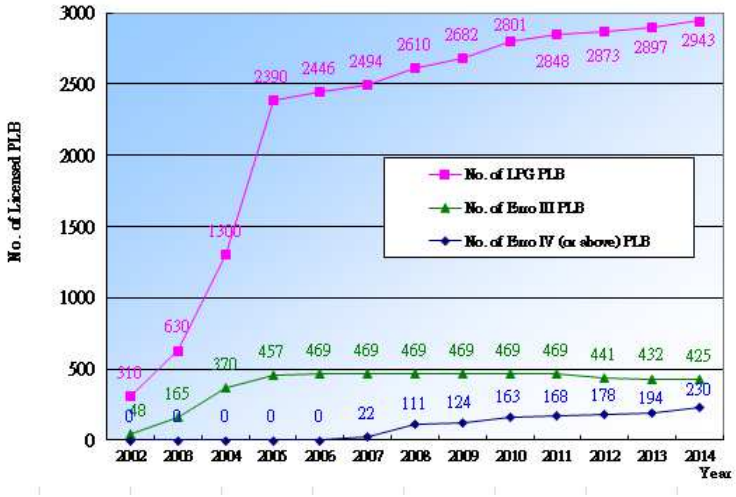
(ii) Set-up of LPG Refilling Stations

We work jointly with other departments to facilitate the setting up of LPG refilling stations at convenient locations. Up to end 2014, there were a total of 60 LPG refilling stations in Hong Kong.

(iii) Incentive scheme for LPG/Electric Light Buses

We have launched incentive schemes since 2002 to encourage Public Light Bus (PLB) owners to replace their diesel PLBs by LPG or electric ones. The “Incentive Scheme for Replacing Euro II Diesel Commercial Vehicles by New Commercial Vehicles” was the third incentive scheme which was introduced in July 2010 for a period of 3 years till June 2013. Under the scheme, one-off grants for replacement of a Euro II PLB with a brand new diesel, LPG and electric vehicles are $77,000, $88,000 and $92,000 respectively. As at end 2014, there were 2,943 licensed LPG PLBs, 425 licensed Euro III diesel PLBs and 230 licensed Euro IV or above diesel PLBs.

The numbers of licensed LPG PLB, Euro III and IV (or above) diesel PLBs since 2002 are shown in the graph on the right.

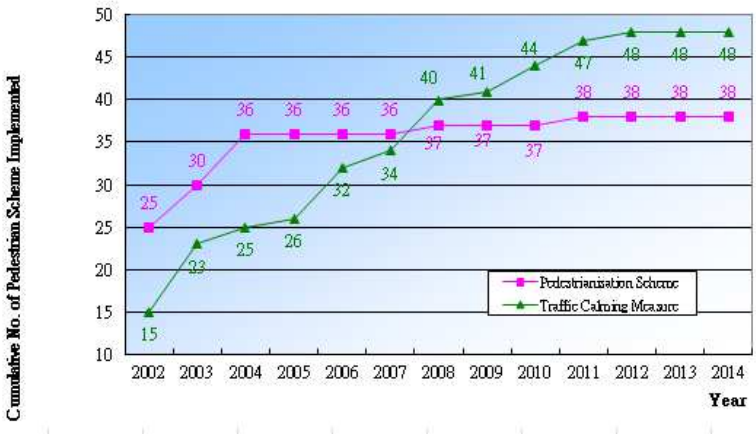


(iv) Replacement of Euro II diesel commercial vehicles

The third incentive scheme mentioned in (iii) above for PLBs applies also to other Euro II diesel commercial vehicles.

Environmental Objective No. 4 - Pedestrian & Traffic Calming Schemes

The merits of these schemes in improving pedestrian environment have been recognized since we first introduced them to busy areas like Causeway Bay and Mong Kok in 2000. The cumulative numbers of pedestrian schemes implemented since 2002 are shown in the graph on the right.



Traffic Calming Street: Jaffe Road (near O'Brien Road)

Traffic Calming Street: Minden Avenue

Environmental Objective No. 5 - Efficient Use of Road Space through Application of Advanced Technologies

We aim to reduce the journey times of motorists, and hence the consumption of vehicle fuel and emission of air pollutants from vehicles, through the enhancement of the efficiency of the transport network by promoting the application of intelligent transport systems in the following aspects:

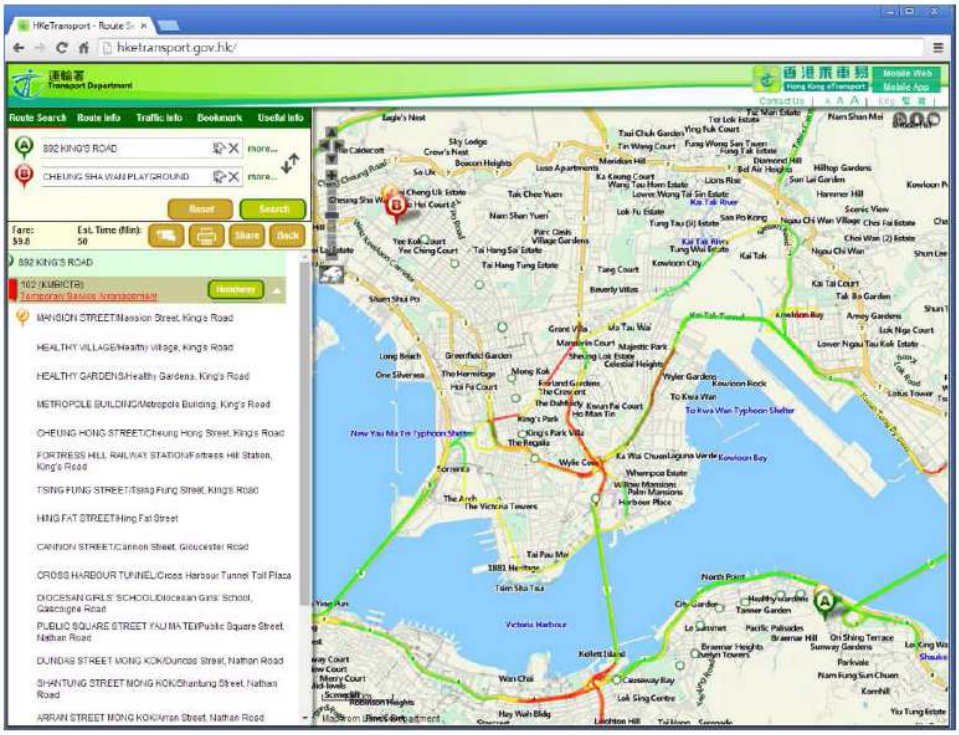
(i) Provision of Transport Information through Internet and Mobile Applications

We have been providing traffic and transport information through the Internet on our Homepage for the motorists and passengers to plan their journeys and make better use of the road network and public transport services.

We launched the Road Traffic Information Service (RTIS) website in February 2009. The service integrated the dissemination of 4 types of real-time traffic information by a single website, namely the Special Traffic News, the CCTV snapshots of traffic condition, the cross-harbour journey time between Hong Kong Island and Kowloon, and the traffic speed map, for road users to better choose their transport mode and plan their journeys. To enable road users using the service at any time and place that is convenient to them, we launched the mobile version of the service in May 2010. Since March 2011, we have been disseminating the above-mentioned real-time traffic information via the Data.One website of GovHK. Private companies have developed mobile applications using the traffic data of Data.One for the public.

Road Traffic Information Service

To enable commuters to make better use of the public transport services, we launched Hong Kong eTransport in April 2009. It is a free one-stop multi-modal public transport route search system with map information available to the public on the Internet. We launched the mobile application and mobile web version in 2011.

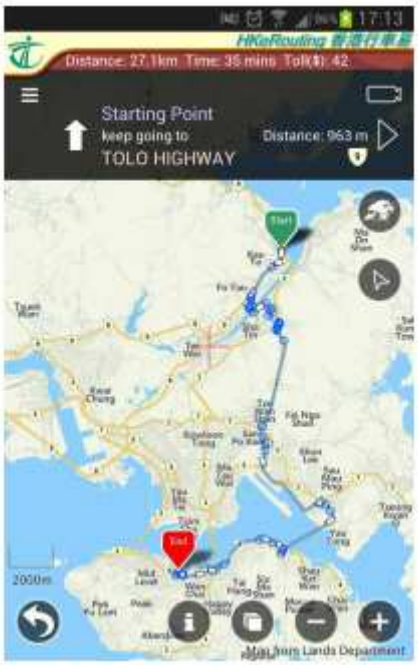


Hong Kong eTransport website version

Hong Kong eTransport mobile application

We launched Hong Kong eRouting website in April 2010 to provide motorists an optimum driving route search service based on the shortest distance, shortest time and lowest toll on the Internet. Moreover, useful information such as no stopping restrictions, part-time pedestrian streets and major public car parks are also shown for motorists' reference. We launched the mobile web version of Hong Kong eRouting in August 2011 and the mobile-application in January 2013 for searching driving route as well as obtaining real time traffic information for pre-trip planning anytime and anywhere.

Hong Kong eRouting website version



Hong Kong eRouting mobile application

(ii) Dissemination of Real-time Traffic Information on Roads

To enhance smooth traffic flow and alleviate traffic congestion, we provide efficient traffic monitoring and incident management by installation of traffic control and surveillance (TCS) facilities in tunnels and Tsing Ma Control Area, Tsing Sha Control Area and Kong Sham Western Highway. Real-time traffic information is provided to motorists via the TCS facilities, such as variable message signs, lane control signals, etc.

Journey Time Indication System

We provide Journey Time Indication System (JTIS) along major roads towards the three cross-harbour tunnels to inform motorists of the journey times for their choice of traffic routes to avoid congestion. There are currently 10 journey time indicators showing the estimated cross-harbour journey times across the harbour via different tunnels to motorists. They are located at the major divergent points at the approach roads to the tunnels.

In addition, the installation of speed map panels along selected strategic corridors in the New Territories to display traffic congestion levels in alternative routes had been completed and commissioned in January 2013. We are also developing a Traffic and Incident Management System (TIMS) to enhance the efficiency and effectiveness in managing traffic and transport incidents and in disseminating traffic and transport information to the public. The TIMS is scheduled for commissioning in 2016. With the benefit of more real-time traffic information, motorists can better plan their journeys ahead to avoid traffic congestion, thus effectively reducing their journey times.

Speed Map Panel

In March 2011, we disseminated real-time traffic data for free download and value-added re-use by the public through Data.One.

(iii) Expansion and Operation of Area Traffic Control (ATC) Systems

In view of the significant benefits of the Area Traffic Control (ATC) system in optimising the utilisation of road capacity, minimising traffic delay and

reducing vehicle emissions, we have expanded the system in phases to cover majority of the districts. Out of the 1,863 signalized intersections in the territory, 1,802 are under the control of ATC system.

With the greater coverage of the ATC system, overall traffic delay at intersections is minimised and journey time of road users is reduced. Due to better coordination of traffic signals resulting in less stop and start activities, fuel consumption and emissions of vehicles are also reduced.

Environmental Objective No. 6 - <u>Saving Electricity at our facilities</u>

Our facilities that have major consumption of electricity are broadly divided into 3 categories for the sake of formulating our electricity saving measures:

(i) category 1 including all our offices, vehicle inspection centres, and driving test centres

We adopt green office management to reduce electricity consumption in this category of facilities.

<u>Driving Test Centre</u>

(ii) category 2 including traffic lights, CCTV, variable message signs, intelligent transport systems and journey time indication systems, etc, that are in operation round the clock for the purpose of regulating and monitoring road traffic

We have also replaced the conventional traffic signals with light-emitting diodes (LED) to reduce power consumption. In October 2012, all our traffic signals are operating with LED lamps in lieu of incandescent lamps.

(iii) category 3 including escalators and public transport interchanges/terminus that serve pedestrians and public transport passengers

There is room for energy-saving but we have to strike a balance between the saving of electricity and the service to the public. The measures adopted to reduce electricity consumption by the facilities in this category include the following:

- escalators are turned off at the end of the operating period
- the ventilation and part of the lighting of the public transport interchanges/termini are turned off as soon as the public transport services cease every night
- lighting of low power consumption rating is used
- the ventilation systems are properly maintained to work efficiently in respect of power consumption

The situation of electricity consumption of the above category 1[1] and 3 facilities since 2006 is shown in the following table:

Year	2006	2007	2008	2009	2010	2011	2012	2013	2014[2]
Electricity consumed (kWh)	3,289,090	3,454,563	3,469,056	3,394,615	3,326,832	3,186,493	2,986,255	2,652,430	2,776,030[2]

[1] Excluding electricity consumption in joint-user government buildings which are reported by the Government Property Agency

[2] Whilst there was a slight increase in electricity consumption, there was a 7% increase in TD staff in 2014 as compared with 2013

Environmental Objective No. 7 - <u>Green Office Management</u>

We always keep abreast of the green practices recommended by the Environmental Protection Department and Electrical & Mechanical Services Department and introduce them to our offices whenever appropriate. Our aim is to reduce paper and electricity consumption as far as possible and to use recycled materials as much as possible. The latest green office practices adopted by us are summarized below.

Paper-reduction Measures

- Sharing documents via the Local Area Network and the Internet by uploading reports, circulars and other documents on the Transport Department Intranet and Internet website
- Using e-mails and e-memos within the department and, as far as practicable, when communicating with other departments and the public
- Reducing the font size of the letters and characters, and the line spacing for drafting, and preview of documents before final print
- Issuing tender documents in electronic format
- Printing and photocopying on both sides of paper and on used paper
- Re-using envelopes and loose-minute jackets
- Sending unclassified documents without using envelopes
- Sending electronic seasonal greeting cards
- Sending no originals when these are sent by fax
- Using no covering sheets when documents are faxed
- Using CD-ROM to carry departmental publications and consultancy study reports instead of hard copies
- Monitoring the quantity of paper consumed quarterly
- Adopting e-Filing system where appropriate

The situation of paper consumption since 2004 is shown in the following table:

Year	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**
A4 Paper equivalent (reams)	21,345	21,985	20,090	27,785	25,573	26,682	27,477	29,464	28,426	28,732	28,804[3]

[3] Whilst there was a slight increase in paper consumption, there was a 7% increase in TD staff in 2014 as compared with 2013

Energy-saving Measures

- Monitoring and promoting energy-saving measures (e.g. switching off air-conditioning units, computers, etc.) by designated staff
- Setting the air conditioning temperature to 25.5℃ in the summer months
- Reminding all staff to switch off lights when not in office
- Turning off unnecessary lighting when the area is not in use and affixing "Save Energy" stickers near switches to remind staff to save energy
- Turning off some air-conditioning units when the occupancy is low (e.g. after normal office-hours)
- Reminding all staff to set all computers and office equipment to energy-saving mode during office hours and to turn them off after use
- Replacing CRT monitors with more energy-efficient LCD monitors

- Adopting an open plan office concept through the use of half-glass walls to allow light to pass through when designing the layout of a new office

- Using T8 fluorescent lamps to replace T10 fluorescent lamps for energy saving
- Promoting walking up and down the floors instead of using lifts

Recycling Measures

- Providing green boxes for the collection of waste paper and arranging with recyclers to collect waste paper for recycling

- Collecting used printer toner cartridges for recycling
- Promoting the use of recycled paper
- Collecting used CD-ROM discs for recycling

Other Measures

- Practising no-smoking policy within all our offices

Environmental Objective No. 8 - <u>Staff Awareness</u>

Transport Department

Environmental Seminar 2014

A Clean Air Plan for Hong Kong, and
Hong Kong Blueprint for Sustainable Use of Resources 2013-2022

By Environmental Protection Department

We try to develop a green culture within the Department and make all staff environmentally conscious. To this end we regularly arrange Environmental Protection Department (EPD) to deliver seminars to our staff, nominate staff to attend energy-saving workshops and organise related promotional events and activities.

ENVIRONMENTAL ACHIEVEMENTS IN 2014

The progress/achievements versus the targets for 2014 are summarized in the following table.

Objectives	2014 Targets	Progress & Achievements
Reduction in Vehicular Traffic	(i) To continue the existing bus-rail interchange schemes	(i) Passengers travelling on MTR Tung Chung Line were offered $1.0 fare discount for interchanging with New Lantau Bus (NLB) routes 37, 37P, 38, 38X and N38 at Tung Chung Station or vice versa. Passengers travelling on MTR Island Line were offered $0.5 fare discount for interchanging with Citybus route 43M at Kennedy Town Station or vice versa. Passengers travelling on East Rail Line were offered $1.0 fare discount for interchanging with KMB route 82B at Tai Wai Station or vice versa (the interchange concession fare scheme expired on 8 April 2015). Besides, passengers can also enjoy free interchange on MTR feeder bus routes K12, K14, K17 and K18 which are operated by KMB at Tai Po Market Station or vice versa. (Remark: MTRCL offers free transfer on MTR bus routes for West Rail Line and Light Rail passengers in North-west Transit Service Area at the moment.)
	(ii) To continue the existing GMB-rail interchange schemes	(ii) Passengers are offered $0.3 to $3.0 fare discount for interchanging between 54 GMB routes and MTR.

Objectives	2014 Targets	Progress & Achievements
	(iii) To continue the existing taxi-rail interchange schemes at the Airport	(iii) Taxi passengers enjoy a 50 % fare discount by using an Octopus card on the Airport Express Line by presenting a taxi receipt of amount not less than $60 on the same day at Kowloon or Tsing Yi Stations.
	(iv) To rationalize more bus routes in busy area and on busy road	(iv) 255 bus trips in Central, 34 bus trips on Yee Wo Street and 639 bus trips on Nathan Road were reduced.
Tightening of Emission Control	(i) To implement large-scale Selective Catalytic Reduction (SCR) retrofit onto Euro II and Euro III franchised buses to reduce NOx emission	(i) All Euro I buses have been fitted with DOC. The franchised bus operators have also completed the retrofitting of DPF on their Euro II and Euro III buses where technically feasible. (ii) The trial of retrofitting Euro II and Euro III buses with SCR device was commenced in September 2011 and completed in February 2013. The Legislative Council approved a funding of $400 million to the Environmental Protection Department (EPD) in July 2013 to fully subsidise franchised bus companies to retrofit some 1400 eligible Euro II and Euro III franchised buses with SCR devices, which would reduce the NOx emissions and raise the emission performance of the retrofitted buses to a level comparable with that of Euro IV buses. The franchised

Objectives	2014 Targets	Progress & Achievements
		bus companies are making arrangements for the retrofit programme. It is expected that the programme will be completed by end 2016.
Use of Alternative Fuel Vehicles to Replace Diesel Vehicles	(i) To continue to encourage more owners to have their diesel PLBs converted to LPG or electric ones	(i) The administration launched the third incentive scheme in July 2010 for replacement of Euro II commercial vehicles including PLBs for a period of 3 years till June 2013. The number of LPG PLBs increased from 2,873 in 2012 to 2,897 in 2013. As at end 2014, there were 2,943 licensed LPG PLBs.
Pedestrian Schemes	(i) To explore opportunities for the implementation of traffic calming schemes to meet public needs	(i) The works of the traffic calming scheme at Woosung Street will be completed in 2016.
Efficient Use of Road Space through Application of Advanced Technologies	(i) To continue the collection and dissemination of real-time traffic information to the public (ii) To continue the provision of Hong Kong eRouting and Hong Kong eTransport Services. (iii) To continue the project for developing a Traffic and Incident Management System (iv) To develop and install the HKeTransport kiosks in 6 pilot sites (v) To conduct survey to gauge the performance of	(i) Target achieved. (ii) Target achieved. (iii) Implementation contract was awarded in September 2014 and the system is scheduled for commissioning in 2016. (iv) 8 kiosks were installed and commissioned in the 4th quarter.

Objectives	2014 Targets	Progress & Achievements
	Area Traffic Control Systems and identify improvements if appropriate	(v) Car journey time surveys were conducted in the 4th quarter and local improvements had been carried out if necessary.
Saving Electricity at our facilities	(i) To contain the electricity consumption of our non-office facilities to the level of 2013 as far as possible. (ii) To contain the electricity consumption of our office facilities[4] to the level of 2013 of 1.28 million kWh (baseline) as far as possible.	(i) A decrease of 13.6% achieved. (ii) Electricity consumption of our office facilities in 2014 was 1.32 million kWh, an increase of 3%. However, taking in account of 7% increase of staff or other factors during the period, electricity consumption under comparable operating conditions is rather restrained. .
Green Office Management	(i) To continue with the green office management practices (ii) To contain the paper consumption to the level of 2013 (iii) To maintain the use of recycle paper to 30% of paper consumption	(i) Target achieved. (ii) Paper consumption in 2014 has increased by 0.25% as compared to the consumption in 2013. However, taking into account of about 7% increase in staff during the period, paper consumption is effectively reduced. (iii) Recycle paper contributes 71% of total paper

[4] Excluding electricity consumption in joint-user government buildings which are reported by the Government Property Agency.

Objectives	2014 Targets	Progress & Achievements
		consumption.
Staff Awareness	(i) To enhance staff awareness in related aspects through training and promotional events.	(i) Environmental Seminar was delivered by EPD on 1 December 2014 covering the following topics: ➢ A Clean Air Plan for Hong Kong; and ➢ Hong Kong Blueprint for Sustainable Use of Resources 2013-2022. (ii) Recycling of household electrical appliances was organised in January 2015. Collected electrical appliances were donated to the people in need. (iii) Overseas training / duty visit reports related to green transport and environmental sustainability were uploaded to intranet for knowledge sharing with TD colleagues.

OUR 2015 OBJECTIVES & TARGETS

Objectives	Targets
Reduction in Vehicular Traffic	(i) To continue the existing bus-rail interchange schemes (ii) To continue the existing GMB-rail interchange schemes (iii) To continue the existing taxi-rail interchange schemes at the Airport (iv) To rationalize more bus routes in busy area and on busy road
Tightening of Emission Control	(i) To implement the programme of retrofitting Euro II and Euro III franchised buses with selective catalytic reduction (SCR) devices to reduce emissions of nitrogen oxides in the 2nd half of 2015 for completion by end 2016.
Use of Alternative Fuel Vehicles to Replace Diesel Vehicles	(i) To continue to encourage more owners to have their diesel Public Light Buses converted to LPG or electric ones
Pedestrian Schemes	(i) To explore opportunities for the implementation of traffic calming schemes to meet public needs
Efficient Use of Road Space through Application of Advanced Technologies Efficient Use of Road Space through Application of Advanced Technologies (cont')	(i) To continue the collection and dissemination of real-time traffic information to the public (ii) To continue the provision of Hong Kong eRouting and Hong Kong eTransport Services (iii) To continue the dissemination of real-time traffic data for free download and value-added re-use by the public through Data.One (iv) To continue the project for developing a Traffic and Incident

Objectives	Targets
	Management System (v) To conduct survey to gauge the performance of Area Traffic Control Systems and identify improvements if appropriate
Saving Electricity at our facilities	(i) To contain the electricity consumption of our non-office facilities to the level of 2014 as far as possible (ii) To contain the electricity consumption of our office facilities to the level of 2014 as far as possible
Green Office Management	(i) To continue with the green office management practices (ii) To contain the paper consumption to the level of 2014 (iii) To maintain the use of recycle paper to 30% of paper consumption
Staff Awareness	(i) To enhance staff awareness in related aspects through training and promotional events.