二零零四年度運輸署環保報告

Environmental Report of Transport Department 2004

運輸署
Transport Department

全心全意 以誠待人
PUTTING OUR HEARTS INTO IT

Contents 目錄

Foreword

Hong Kong is the hub for economic, business and trading activities in the Asia-Pacific region. Our prosperity has brought about ever-growing demand on traffic and transportation. We are committed to providing the world's best transport system in Hong Kong with particular emphasis on transport-related environmental improvement measures.

In 2004, we accomplished successfully various tasks in making efficient use of road spaces, reducing vehicular emissions, implementing pedestrian schemes and applying information technologies (IT) to transport system. Being the backbone of our transport system, the comprehensive railway network was further extended with the completion of the Tsim Sha Tsui East Extension and the Ma On Shan Rail in October and December respectively. Apart from deployment of more Euro buses and liquefied petroleum gas (LPG) taxis to improve the air quality, the numbers of LPG and Euro-III public light buses were also doubled in 2004 as compared to 2003. New pedestrian schemes were introduced in eleven locations over the Territories. All 18 000 old e-Park card operated parking meters were replaced with new meters that accept reloadable Octopus cards. By adopting green office practices the power consumption of our offices was cut down by 1.5% annually.

We shall continue to strive for the highest standards in the provision of an efficient and environmentally friendly transport system to Hong Kong as the Asia's world city.

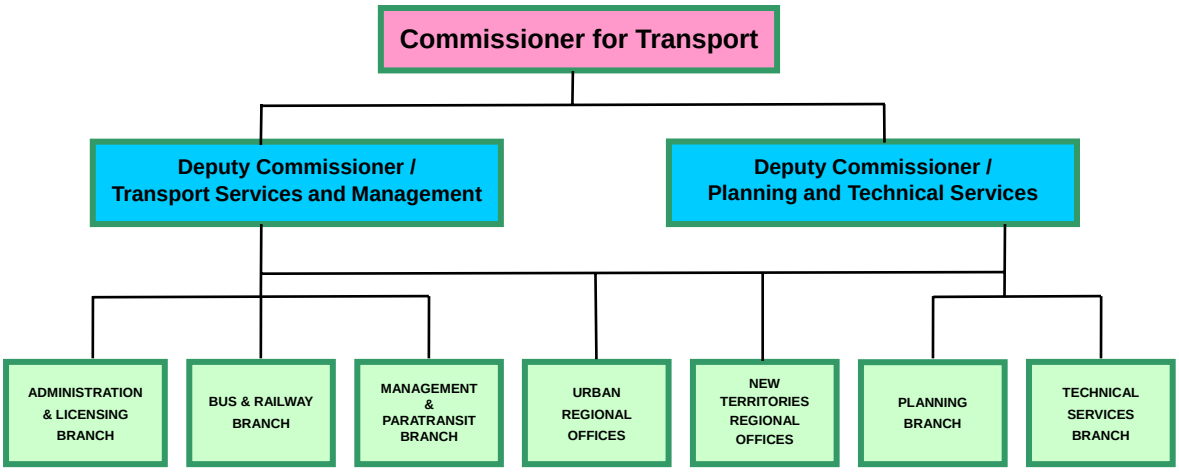
Chapter 1 – Introduction

Environmental Policy

We are committed to providing transport systems and services in an environmentally acceptable manner to ensure the sustainable development of Hong Kong.

Organisation and Responsibilities

2. In pursuing the above environmental policy, we have about 1 360 staff working closely together under seven branches/offices. They mainly comprise engineers of different disciplines who look after the engineering and technology side and transport officers who look after the transport operation and management side, with the support of technical and general grade staff.



Organisational Structure of Transport Department

3. Our departmental objective is to provide the world's best transport system which is safe, reliable, efficient, environmentally friendly and satisfying to both users and operators. We will:

- manage road use, reduce congestion and promote safety;
- expand and improve our transport infrastructure network;
- seek and support environmental improvement measures in transport-related areas; and
- improve the quality and co-ordination of public transport services.

4. In providing a transport system which meets the economic, social, recreational and environmental needs of the community, and is capable of supporting sustainability and the future development of Hong Kong, we will:

- implement policies on public transport development, franchising and regulation, and assist in the formulation of infrastructure development programmes;
- regulate vehicles and drivers;
- plan and implement traffic management, road improvement and pedestrian schemes; monitor and regulate public transport services; formulate and implement road safety strategies and measures;
- ensure the efficient management of tunnels, bridges, parking meters and Government multi-storey car parks;
- ensure safe, efficient and environmentally friendly road usage with the assistance of IT; and
- ensure the efficient management and operation of rehabus services and further improve access to public transport for people with disabilities.

Our Contribution to a Better Environment

5. Air pollution, a better pedestrian environment and green office management are our major concerns. To protect and enhance the environment, we are taking the following measures:

- giving priority to efficient, environmentally friendly transport modes such as railways
- reduction of traffic and greater emphasis on pedestrian facilities
- further tightening of vehicle emission controls
- exploring the use of alternative fuel vehicles to replace diesel vehicles
- application of advanced technologies to enhance road efficiency
- green office management

Chapter 2 – Performance in 2004

Reduction in Traffic

6. Railways are the most environmentally friendly and efficient mass carriers in Hong Kong, carrying over 30% of our public transport passengers. With railway as the backbone of Hong Kong's public transport system, efforts have been devoted to enhancing the co-ordination between railway and other public transport modes. This avoids wasteful duplication of public transport resources. Examples are the reorganisation of public transport services with the opening of the Kowloon Canton Railway (KCR) Ma On Shan Rail in December 2004 and more interchange schemes between railway and the other modes of transport. Together with the implementation of more bus-bus interchange schemes, rationalisation of bus routes and stops, and park-and-ride schemes, traffic in busy areas and hence the impact on the environment is reduced.

Bus-rail Interchange Schemes

7. In view of the positive response, the Mass Transit Railway (MTR) Corporation Limited and the New Lantao Bus Co. (1973) Ltd. (NLB) continued the bus-rail interchange scheme between the Tung Chung MTR Line and NLB's services in 2004. Passengers are offered $1 fare discount for interchanging between MTR and NLB's routes 37, 38 and N38. Passengers are offered $2 fare discount for transferring between MTR Tung Chung Station and NLB routes 3, 3M, 11, 23, 34, A35, 36 and 36P from 5 December 2004 to 27 February 2005 on Sundays and public holidays.

8. Trial bus-rail interchange schemes have been implemented starting from 20 December 2003 for KCR West Rail passengers interchanging with KMB route 54 at Kam Sheung Road Station; with KMB routes 31, 32B, 34, 36, 39A, 234A, 234B, 43, 43B, 43X at Tsuen Wan West Station; and with KMB routes 12, 12A, 18, 36A, 212, 296C, NWFB routes 701, 702, XH routes 914, 914P and 971 at Nam Cheong Station. Interchanging passengers are offered $1 to $1.5 fare discount. The trial schemes were continued through 2004.

Green Minibus-rail Interchange Schemes

9. In 2004, there are altogether 10 green minibus (GMB) routes that offered discount for interchanging with the MTR. These GMB routes are operated in Tseung Kwan O, Kwun Tong, Wong Tai Sin, Cheung Sha Wan, Choi Hung and Causeway Bay areas. Passengers are offered $0.3 to $1 fare discount for interchange between MTR and the GMB routes.

10. Since 20 December 2003, six trial green minibus-rail interchange schemes have been implemented for passengers from KCR West Rail interchanging with GMB NT route 77 at Yuen Long Station; with GMB NT routes 33, 34 and 35 at Tin Shui Wai Station; with GMB NT route 46 at Siu Hong Station; with GMB NT route 45 at Tuen Mun Station; with GMB NT routes 95K, 99 and 301M at Tsuen Wan West Station; and with GMB NT route 78 at Kam Sheung Road Station. The trial schemes were continued through 2004. In December 2004, a further 15 green minibus routes joined the scheme with twelve offering interchange discount to passengers of Ma On Shan Rail and three to passengers of East Rail.

Taxi–rail Interchange Scheme

11. To encourage passengers to use taxi as feeder to taking the Airport Express to the Airport, a trial taxi-rail scheme has been implemented since 1 October 2003. Taxi passengers can enjoy a 50% discount on the Airport Express Line by presenting a taxi receipt of an amount not less than $70 on the same day together with an Octopus card at the Customer Service Centres at Kowloon and Tsing Yi Stations. The scheme was continued through 2004.

12. For West Rail passengers, $2 discount was offered to urban bound passengers interchanging from taxi to West Rail at the North West New Territories Stations with destination to Tsuen Wan West, Mei Foo or Nam Cheong Station.

Bus-bus Interchange Schemes

13. Bus-bus interchange schemes are pursued as one of the measures to:

- achieve more efficient use of bus resources
- relieve congestion and minimise environmental impact on busy corridors
- reduce the need for long-haul point-to-point bus routes

14. As at end 2004, a total of 150 (compared with 120 up to end 2003) bus-bus interchange schemes are provided and some 110,000 passengers use these interchanges daily. The schemes have facilitated and enhanced inter-district travel without the need of introducing additional bus routes. Through the provision of fare discount incentives and selection of convenient interchanging locations, passengers generally welcome the implementation of these schemes.

Bus-bus Interchange
Bus-stop in Wan Chai

Rationalisation of Bus Routes and Stops

15. Bus activities and buses weaving into/out of bus stops are some of the causes of road congestion, in particular on the major corridors which are overloaded. Road congestion results in more vehicle emissions. To improve the efficiency of bus operation and to alleviate the traffic and environmental impact, we have been working together with the franchised bus companies to rationalise bus services.

16. Through route amalgamation, route truncation and frequency adjustment, about 336 bus trips passing through Central and 78 bus trips passing through Yee Wo Street per day were removed in 2004. On the Kowloon side, about 247 bus trips per day were removed from Nathan Road.

17. Moreover, bus stop rationalisation schemes were implemented to reduce about 202 bus stoppings per peak hour between Central and Causeway Bay on Hong Kong Island.

Park-and-ride Facilities

18. Park-and-ride (PnR) facilities are designed to encourage existing commuters who normally use their private cars to travel to busy urban areas to switch to public transport. PnR facilities are usually provided at public transport hubs strategically located on the fringe of busy business / urban areas so that motorists can leave their cars behind and use public transport to complete their trips. PnR schemes are now operating at Choi Yuen Road near the Sheung Shui KCR Station (170 parking spaces), and Kam Sheung Road KCR Station (560 parking spaces) of the West Rail as well as Hong Kong Station (150 parking spaces), Kowloon Station (220 parking spaces) and Tsing Yi Station (400 parking spaces) of the Airport Express Line.

Cycle Parks at Railway Stations

19. With residential developments generally more scattered and further away from railway stations, riding bicycles is a popular and environmental- friendly means of accessing railway stations in the New Territories. To meet such demands, bicycle parking facilities are provided in the vicinity of the East Rail including Ma On Shan Rail and West Rail stations in the New Territories. Provision of these facilities would also help reduce the demand for vehicular short trips and shuttle services to and from the stations.

Tightening of Emissions Control

Retrofitting of Diesel Catalysts by Franchised Bus Companies

20. As at end 2004, there were some 6 000 franchised buses operating in Hong Kong. Among them, about 84% were running with engines that were in compliance with Euro emission standards. All the remaining pre-Euro buses and all Euro I buses have been retrofitted with diesel catalysts or diesel particulate filters by end 2002 and end 2003 respectively.

Deployment of Environmentally Friendly Buses in Busy Corridors

21. The franchised bus companies have committed to fully deploy cleaner Euro II or above buses on Yee Wo Street since early 2002. To further improve the air quality of Hong Kong, we have been discussing with the franchised bus companies on deployment of Euro II and III buses on other busy corridors, namely, Hennessy Road, Queensway, Des Voeux Road Central and Nathan Road.

Euro III Bus

Tightened Emission Standards

22. With effect from 1 October 2001, all new franchised buses and newly imported medium and heavy diesel vehicles over 3.5 tonnes are required to comply with the latest Euro emission standards when they are registered in Hong Kong.

Vehicle Emission Tests

23. A chassis dynamometer was installed at the Kowloon Bay Vehicle Examination Centre to test the smoke emission of diesel vehicle under simulated loading conditions. Emission tests on petrol and LPG vehicles were also carried out during the annual examination.

A Goods Vehicle Being Tested on a Dynamometer

Using Alternative Fuelled Vehicles to Replace Diesel Vehicles

Conversion of LPG Taxis

24. Following the successful completion of the trial of LPG taxis in late 1998, most taxi owners have replaced their diesel taxis with LPG ones. As at end 2004, over 18 000 taxis (over 99%) are operated on LPG.

LPG Taxi

Incentive Scheme for LPG/Electric Public Light Buses

25. After consultations with the Public Light Bus (PLB) trade, the incentive scheme for conversion of diesel PLBs to LPG and electric PLBs was launched on 27 August 2002. PLB owners who replace their diesel PLBs with LPG or electric ones can apply for a one-off grant of $60,000 or $80,000 respectively. The deadlines for applications are end of 2004 for diesel PLBs aged 10 or above and end of 2005 for diesel PLBs aged below 10 years at the time of de-registration. At year-end of 2004, 1 321 LPG PLBs and 370 Euro-III model PLBs were operating on the roads.

LPG Public Light Bus

LPG Refilling Stations

26. As at end 2004, 50 LPG filling stations were operating in various locations of Hong Kong. These stations provide adequate refilling facilities for taxis and light buses.

LPG
Refilling Station

Use of Ultra Low Sulphur Diesel by Franchised Bus Companies

27. Since 1 February 2001, all franchised buses have switched to use ultra low sulphur diesel. This change in fuel has reduced particulate emissions of Euro buses by 5 to 10%.

A Better Pedestrian Environment

Pedestrian Schemes

28. Since March 2000, we have implemented pedestrian schemes in over 30 streets and completed traffic calming measures in over 25 streets in Causeway Bay, Central, Wan Chai, Stanley, North Point, the Peak, Tsim Sha Tsui, Jordan, Mong Kok, Sham Shui Po, Sheung Shui and Yuen Long. These pedestrian schemes have greatly improved the overall pedestrian environment through reduction of vehicle/pedestrian conflicts, discouraging access of non-essential traffic, enhancing streetscape and improving local air quality. The schemes are very welcomed by the general public. The pedestrian schemes introduced or completed in 2004 are shown in Table 1:

Theatre Lane
(before landscape works)

Theatre Lane
(after landscape works)

Table 1 – Pedestrian Schemes Introduced or Completed in 2004

District	Type	Location
Causeway Bay	Part-time pedestrianisation	□ Pak Sha Road □ Lee Garden Road (between Kai Chiu Road and Foo Ming Street)
	Traffic calming street	□ Paterson Street (between Great George Street and Gloucester Road) □ Yun Ping Road (between Pak Sha Road and Hysan Avenue)
Central	Landscape works	□ Theatre Lane
Wan Chai	Traffic calming street	□ Johnston Road (between Burrows Street and Fleming Road)
North Point	Part-time pedestrianisation	□ Marble Road (between Tong Shui Road and Shu Kuk Street)
Mong Kok	Part-time pedestrianisation	□ Tung Choi Street (between Argyle Street and Dundas Street)
	Landscape works	□ Soy Street (between Nathan Road and Sai Yeung Choi Street South)
Sham Shui Po	Landscape works	□ Apliu Street (between Kweilin Street and Nam Cheong Street)
Yuen Long	Part-time pedestrianisation	□ Yuen Long New Street

29. Together with Planning Department, we carried out public consultations in 2004 on initial ideas to improve the Tsim Sha Tsui district. Taking into consideration public views received, we are now formulating a comprehensive plan for enhancement of the pedestrian environment, urban design, streetscape and landscape of the district.

Johnston Road near Burrows Street (before footpath widening)

Johnston Road near Burrows Street (after footpath widening)

Application of Information Technologies to Transport System

Intelligent Transport Systems Strategy

30. We continued to promote the deployment of advanced information and telecommunication technologies to enhance the performance of the transportation system in Hong Kong, thus improving its efficiency and hence the environment. The two core projects are the Transport Information System and the Journey Time Indication System.

Transport Information System (TIS)

31. The TIS is a centralised data warehouse of comprehensive transport information. It will provide two main services, namely, the Public Transport Information Service and the Intelligent Road Network.

32. The Public Transport Information Service aims to assist public transport passengers and motorists to make pre-trip planning by providing the public with various options of travelling on public transport modes and motorists with a searching function of alternative driving routes. The public may access the information via the Internet, mobile phones or other means via service providers.

33. The Intelligent Road Network will provide up-to-date information on traffic directions, turning movements at road junctions and stopping restrictions, etc. Service providers in the private sector can make use of the information to provide the public with value-added services such as car navigation, fleet management and personalised information provision.

34. The contract for the implementation of the TIS has experienced delay and the system is now scheduled for completion in 2007.

Journey Time Indication System

35. The installation of journey time indicators at Gloucester Road near Revenue Tower, Canal Road Flyover near Aberdeen Tunnel and Island Eastern Corridor near City Garden was completed and put into operation in 2003. The estimated journey times on key routes from Hong Kong to Kowloon via the three cross-harbour tunnels are provided. Motorists can now enjoy the benefit of being able to make choices on

their driving routes based upon the information provided and thus save their travelling time.

36. In addition, we have also expanded our road traffic information service on Transport Department's website since late 2003. The number of CCTV cameras has been increased from 43 to 117 in 2004. The public can have free access to the service 24 hours a day throughout the year.

Traffic Conditions at Kowloon Entrance of Cross Harbour Tunnel via Internet

Area Traffic Control (ATC) Systems

37. To reduce journey time, number of stops by vehicles and vehicle emission, we operate sophisticated computerised ATC systems in the urban areas, Tsuen Wan, Kwai Tsing, Sha Tin and Ma On Shan. The ATC systems provide real time co-ordination and adjustment of traffic signals timing to optimise the utilisation of road capacity and minimise traffic delay and improve environment.

ATC Control Room

38. With more and more applications of advanced technologies to the dissemination of transport information and traffic control and management facilities, vehicle fuel consumption, emissions and travelling time will be further reduced.

Parking Meter System

39. The parking meters in Hong Kong previously used disposable e-Park cards for payment of parking fees. Each year, about 2.4 million cards were consumed. In mid-2003, we commenced replacement of the e-Park card operated parking meters with new meters that accept reloadable Octopus cards. Replacement of all 18 000 old e-Park card operated parking meters was completed in November 2004.

Green Office Management

40. We continued to adopt green office practices in the daily running of our offices. Our focus was on reducing paper and power consumption. In particular, we worked closely to the target of cutting down our power consumption by 1.5% annually and we introduced in March 2004 the e-Leave System for processing leave applications to do without the previous paper application forms. We also maintained the environmental awareness of our staff by regularly disseminating green messages to them through the computer network and organizing green seminars and workshops for their participation. In summary, we aimed at cultivating a green culture in our Department.

41. The Department continued to employ the following office practices in the year 2004:

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, to a certain extent, when communicating with other departments and the public
- Setting the font size of the letters and characters of Word documents to smaller format for drafting purposes, to set the line spacing from Chinese style to English style for reducing the length of Word documents and preview the documents before printing
- 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 recycled paper
- Using CD-ROM to carry departmental publications and consultancy study reports instead of hard copies

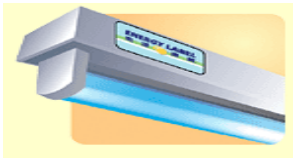
Recycling Measures

- Providing green boxes for the collection of waste paper and arranging with recyclers to collect waste paper periodically for recycling
- Collecting used printer toner cartridges for recycling
- Promoting the use of recycled paper
- Collecting used CD-ROM discs for recycling use

Energy-saving Measures

- Monitoring and promoting energy-saving measures (e.g. switching off air-conditioning units, computers, etc.) by dedicated staff
- Reminding all staff to switch off lights and computers 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. on Saturdays or 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 whenever a replacement is necessary
- 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



Other Measures

- Practising no-smoking policy within all our offices
- Reducing the toner of printer when printing power point files by selecting black & white background in the print option

Staff Awareness and Training

42. We continued to keep all staff aware of the Department's dedication to environmental protection by constantly and regularly issuing messages to remind everybody of green office practices. In particular, we invited our staff to attend green seminars conducted by the Environmental Protection Department or Electrical & Mechanical Services Department, including

- Seminar on Energy Saving for Managers on 6.10.2004 and
- Environmental Awareness Seminar on Green Office and Green Living on 18.11.2004.

Open Plan Office

43. We also continued with our efforts in adopting an open plan office accommodation concept and in designating all our offices as non-smoking work places.

44. We participated in a competition entitled "Energy Efficiency and Conservation Best Practice Awards" organised by EMSD in mid 2004. The participation enabled the staff to gain experience and acquire knowledge in the process of launching a campaign within the department to save energy.

Open Plan Corridor

No Smoking Office

Chapter 3 – Targets for 2005

Reduction in Traffic

Better Co-ordination of Public Transport Modes

45. With the objective of making railway the backbone of the public transport system, efforts have been devoted to enhancing the co-ordination between railway and other public transport modes. To ensure provision of the appropriate level of public transport services to meet demand and to optimise the use of resources, the preparation works for the studies on co-ordination of other public transport services with new railways which would become operational in the coming few years will be launched. Findings from the studies will form the basis for the planning and implementation of a co-ordinated public transport network along the new railway corridors.

More Bus-bus, Bus-rail and Green Minibus-rail Interchange Schemes

46. To reduce the number of bus trips and the demand for more direct bus services, particularly those into the Central Business District, we will continue to promote bus-bus interchange schemes. About 40 new bus-bus interchange schemes will be implemented in various districts in 2005.

47. We will continue to encourage the bus and green minibus operators and railway corporations to provide interchange schemes. Schemes being actively pursued include those green minibus-rail schemes for the East Rail and West Rail to be introduced in 2005. In addition, the taxi-rail scheme for the Airport Express Line will be continued in 2005.

More Bus Services Rationalisation

48. We plan to further rationalise the bus services, in particular those in Causeway Bay and Nathan Road through route diversion to less congested roads, merging of bus routes and adjusting the bus service level to match passenger demands. We will also explore the feasibility to truncate bus routes of low occupancy rates at the periphery of congested areas. In addition, there are plans to rationalise the bus stops in busy corridors to make more efficient use of road space.

More Park-and-ride (PnR)

49. PnR facilities have been planned at the existing Choi Hung MTR Station and future property developments in the vicinity of KCR stations at Tsuen Wan West, Kam Sheung Road, Tin Shui Wai, Tuen Mun Centre and Wu Kai Sha. Construction of the Choi Hung PnR scheme which will provide 450 parking spaces commenced in 2001 with target completion in 2006. In planning future rail stations and major transport interchanges, especially those on the fringe of the urban area, we will provide PnR facilities wherever practicable.

More Cycle Parks at Railway Stations

50. We will continue to monitor the supply and demand of cycle parks at railway stations. If necessary, more cycle parks will be provided to cater for public needs.

Tightening of Emissions Control

Retrofitting of Diesel Particulate Filters on Euro II and III buses

51. To further upgrade the performance of their bus fleets in terms of protecting the environment, the franchised bus companies will continue with the trials on the feasibility of retrofitting diesel particulate filters on Euro II and III buses.

Deployment of Environmentally Friendly Buses in Busy Corridors

52. We will continue to pursue vigorously with franchised bus companies on deployment of more Euro II and III buses on those specified busy corridors, namely, Hennessy Road, Queensway, Des Voeux Road Central and Nathan Road.

Using Alternative Fuelled Vehicles to Replace Diesel Vehicles

Incentive Scheme for LPG/Electric Public Light Buses

53. Referring to Figure 1, the number of licensed LPG PLBs has increased constantly in year 2004. In 2005, we will continue to encourage PLB owners to participate in the incentive scheme to replace their diesel vehicles with those running on LPG or electricity. It is predicted that the number of licensed LPG PLBs could reach 2 400 to 2 500 at the end of 2005.

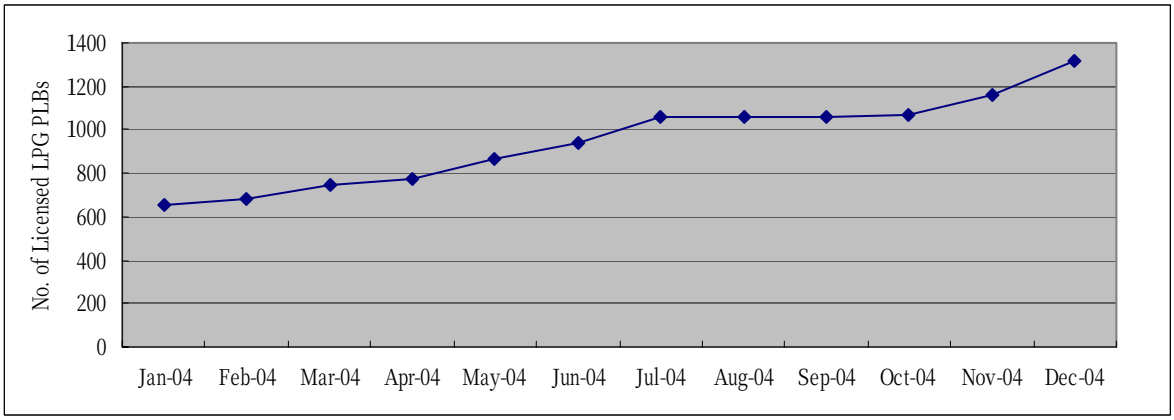


Figure 1 – Number of Licensed LPG Public Light Bus

54. Referring to Figure 2, the number of licensed Euro-III model PLBs has increased constantly in year 2004. The number of licensed Euro-III model PLBs is expected to reach 500 at the end of 2005.

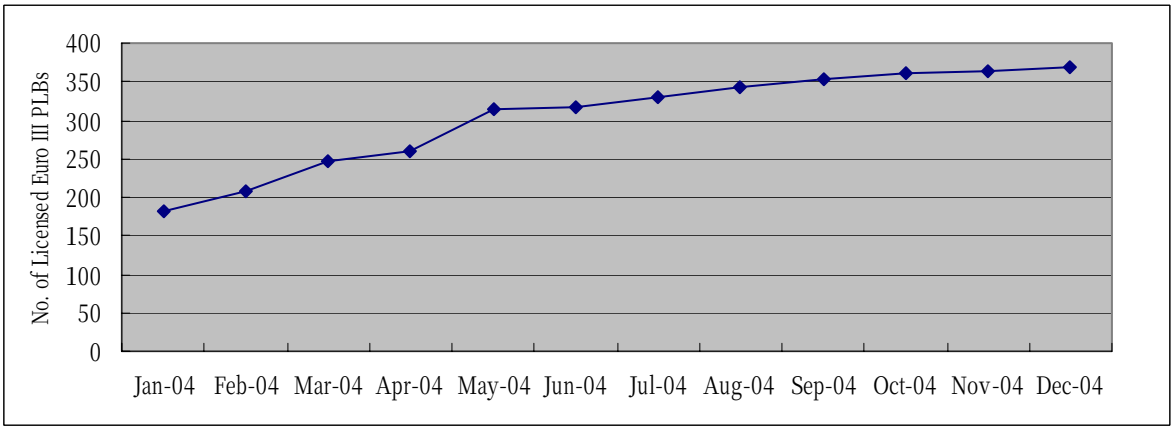


Figure 2 – Number of Licensed Euro-III Model Public Light Bus

A Better Pedestrian Environment

55. Promoting better pedestrian environment is one of the means to enhance the quality of life. Feedbacks from the public on completed pedestrian schemes are encouraging. We are continuing our efforts to implement further pedestrian schemes in 2005 as and when opportunities arise. In Causeway Bay, a part-time pedestrian scheme will continue on a trial basis at Pak Sha Road and a section of Lee Garden Road with adjustment on the road closure period to cope with the traffic circulation at afternoon peak hours. In Mong Kok, the trial part-time pedestrian scheme at Sai Yeung Choi Street South, Nelson Street, Soy Street and Tung Choi Street is taking shape.

56. Footpath widening is an effective means to improving pedestrian environment. We are making good progress on footpath widening works and landscape works in various districts, including Wo On Lane, Staunton Street, Elgin Street and Peel Street in Central; Johnston Road in Wan Chai; Nanking Street and Pilkem Street in Jordan, Fuk Wa Street and Pei Ho Street in Sham Shui Po.

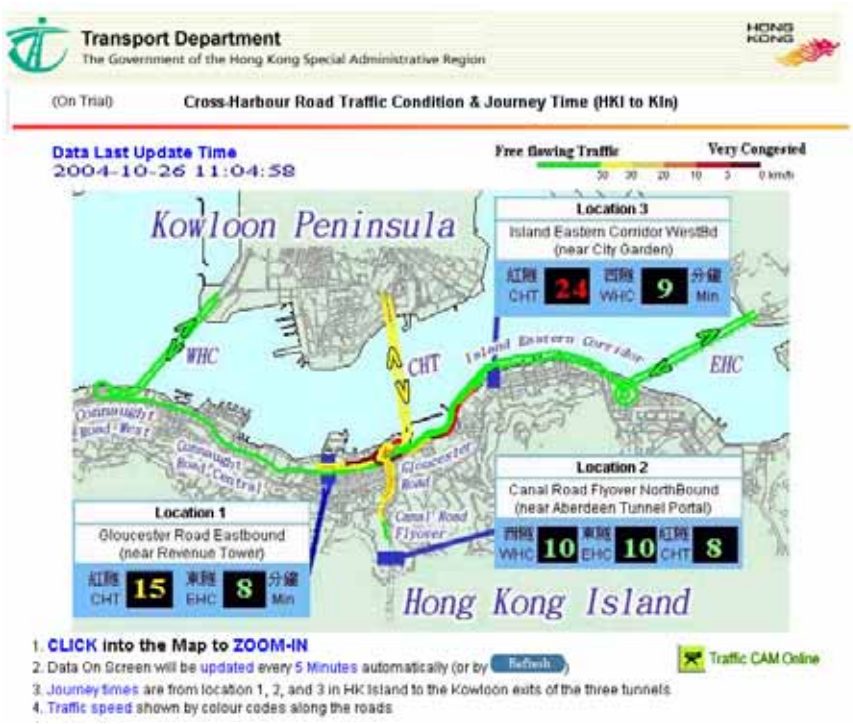
57. Subsequent to the public consultations held in 2004 on the initial ideas to improve Tsim Sha Tsui district, we have drawn up detailed plans for two selected areas. We will collect public views on the plans, which include footpath widening, streetscape and landscape enhancement, in the latter half of 2005 before implementation.

Application of Information Technologies to Transport System

58. We shall continue to implement the Transport Information System and seek opportunities for public-private collaboration to develop and provide value-added services to the general public. Potential applications include car navigation and fleet management which will reduce vehicle trips. Another initiative is to disseminate the CCTV images now available on the Internet to mobile phone users so that motorists or passengers will be able to know about the traffic conditions at strategic locations, whenever and wherever they need them.

Journey Time Indicators on Canal Road Flyover

59. We plan to disseminate the estimated cross-harbour journey time generated by the Journey Time Indication System on the Hong Kong Island to the public through the Transport Department web site in 2005. The web site would also provide speed information on the key routes on the Hong Kong Island so that the public is kept informed of the real time traffic conditions leading up to and inside the three cross-harbour tunnels.



Web Page Layout Design of
the Journey Time Indication System

60. In view of the significant benefits of the Area Traffic Control (ATC) System to optimise the utilisation of road capacity, minimise traffic delay and reduce vehicle emission, the system is being progressively expanded to the Tai Po and North districts in 2005 and to the Tuen Mun and Yuen Long districts by 2008. Works are also in progress to replace the existing obsolete ATC system on the Hong Kong Island by a new state-of-art one to continue pursuing our traffic control and environmental objectives.

Green Office Management

61. We are fully aware of the need to set air conditioning temperature to 25.5℃ in summer months according to the directive of the Environment, Transport and Works Bureau issued in October 2004. We will appoint energy wardens to ensure that all our offices will strictly adhere to this 25.5℃ requirement. We also aim to cut down energy consumption by 1.5% in 2005. We will explore the possibility of introducing an e-Filing system to replace our paper filing system. The following green office practices will be continued:-

Paper

- To use e-mails and e-memos within the department, and extending the use to outside the department
- To keep departmental publications and consultancy study reports by CD-ROM
- To issue tender documents in electronic format or using CD-ROM
- To print and photocopying on both sides of paper and on used paper
- To set fax machines to block junk fax
- To send no originals when these are sent by fax and use no covering sheets
- To send unclassified documents without envelopes
- To print 2 pages of documents on 1 single page for drafting purposes
- To set the font size of the letters and characters of Word documents to smaller format for drafting purposes, to set the line spacing from Chinese style to English style for reducing the length of Word documents and preview the documents before printing

Recycling

- To collect used paper, printer toner cartridges and CD-ROM discs for recycling use

Energy Saving

- To remind all staff to switch off the lights and computers when not in office
- To replace T10 or T12 fluorescent lamps (fat tubes) with T8 fluorescent lamps (thin tubes) as a short-term measure
- To replace T8 fluorescent lamps with T5 fluorescent lamps in the long term
- To increase the use of energy efficient fluorescent tubes for lighting
- To reduce power consumption at Public Transport Interchanges
- To unplug electrical appliances if they are not frequently used in office
- To keep track of the power consumption records and take measures to stop any trend of increase in power consumption

Other Measures

- To practise no smoking policy in all our offices
- To reduce the toner of printer when printing power point files by selecting black & white background in the print option

Green Procurement

- To procure more environmentally friendly products such as recycled paper, refillable ball pens, pencils and environmental thinner
- To replace, where appropriate, CRT monitors with more energy-efficient LCD monitors for all staff who still have not been provided with LCD monitors

- To procure energy-saving photocopiers and plain paper fax machines which are issued with energy labels by EMSD

Green Activities

- To attend seminars and workshops on green measures

Staff Awareness and Training

62. We will seek continuous improvement in the efficient use of resources and energy. We will continue to keep all staff aware of the department's dedication to environmental protection and support green events organised by other departments or organisations and encourage our staff to attend training sessions and green activities.

Feedback

63. If you have any comments or suggestions on this Environmental Report, please send them to us at: tdenq@td.gov.hk