

二零零五年度運輸署環保報告

Environmental Report of Transport Department 2005



運輸署
Transport Department

全心全意 以誠待人
♥ PUTTING OUR HEARTS INTO IT ♥

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FOREWORD

Year 2005 was another year with progress in several fronts on transport related environmental improvement measures. Although the air quality in Hong Kong had been shadowed by the air pollution from the production industries in our neighbouring Pearl River Delta region in the recent years, Transport Department did its part to minimise further aggravation of the environment from the domestic transport system.

In 2005, 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, such as:

- Further extended the public transport services-rail interchange schemes to the newly opened Ma On Shan Rail in early 2005, with fare discounts offered for bus-rail and Green Minibus-rail interchange;
- Encouraged the conversion of up to about 40% diesel light buses to liquefied petroleum gas (LPG) or electric models and over 99% of diesel taxis to LPG taxis;
- Encouraged the franchised bus companies to retrofit buses of model Euro II or above with diesel particulate filters to improve the air quality;
- Rationalised bus services in Central, Wan Chai, Causeway Bay and Nathan Road to reduce bus trips and relieve congestion;
- Started to disseminate traffic information and average vehicle speed along the cross-harbour tunnels approaches on TD's website in August 2005, so as to reduce fuel consumption and emissions due to congestion; and
- Continued to adopt green office practices and started adopting e-filing system to reduce paper consumption.

We shall continue to strive for the highest standards in the provision of an efficient and environmentally friendly transport system to Hong Kong.



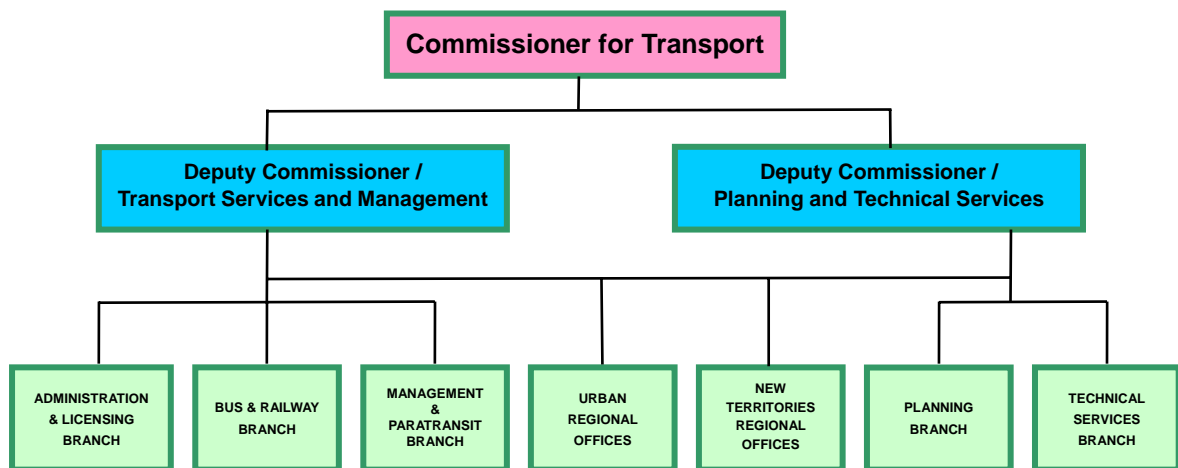
CHAPTER 1 - INTRODUCTION

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 1 358 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 Transport Department car parks;
- ensure safe, efficient and environmentally friendly road usage with the assistance of IT; and
- ensure the efficient management and operation of rebus services and further improve access to public transport for people with disabilities.

Our Contribution to a Better Environment

5. Reduced vehicle emission, a better pedestrian environment and green office management are our major foci. 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 2005

Reduction in Traffic

6. Railways are the most environmentally friendly and efficient mass carriers in Hong Kong, carrying about 36% 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 implemented in early 2005 for opening of the Kowloon Canton Railway (KCR) Ma On Shan Rail in December 2004. Together with the implementation of more interchange schemes between railway and the other modes of transport like 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 are reduced.

Bus-rail Interchange Schemes

7. In view of the positive response, the MTR Corporation Limited (MTRCL) continued the bus-rail interchange schemes with NLB's services and a cross-boundary bus route in 2005. For NLB's services, passengers are offered \$1 fare discount for interchanging between MTR Tung Chung Line and NLB's routes 37, 38, 38P and N38. Fare discount up to \$5 is offered for transferring between MTR Kwun Tong Line and Kwun Tong Cross-border Express.

8. Trial bus-rail interchange schemes have been implemented starting from 20 December 2003 to 31 May 2005 for KCR West Rail passengers interchanging with (i) KMB route 54 at Kam Sheung Road Station; (ii) KMB routes 31, 32B, 34, 36, 39A, 234A, 234B, 43, 43B, 43X at Tsuen Wan West Station; and (iii) KMB routes 12, 12A, 18, 36A, 212, 296C, cross harbour routes 914, 914P at Nam Cheong Station with a fare discount of \$1 to \$1.5. Besides, passengers can interchange with NWFB routes 701, 702 and 971 free of charge at Nam Cheong Station throughout 2005.

Green Minibus-rail Interchange Schemes

9. As at end 2005, there are altogether 20 green minibus (GMB) routes that offered discount for interchanging with the MTR. These GMB routes are operated in areas of Hong Kong, Kowloon and Tseung Kwan O. Passengers are offered \$0.3



to \$1 fare discount for interchange between MTR and the GMB routes.

10. Since 20 December 2003 onward, seven 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 86, 87K, 95K, 97, 99 and 301M at Tsuen Wan West Station; with GMB NT route 78 at Kam Sheung Road Station and with GMB Kowloon route 81K at Mei Foo Station. The trial schemes were continued through 2005. Since December 2004 onward, a further 16 green minibus routes joined the scheme with twelve offering interchange discount to passengers of Ma On Shan Rail and four to passengers of East Rail.

Taxi-rail Interchange Scheme

11. To encourage passengers taking the Airport Express Line to the Airport to use taxi as feeder, a trial taxi-rail scheme has been implemented since 1 October 2003. Taxi passengers could 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 in 2005 and the taxi receipt amount was lowered to \$60 or above from 1 October.

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 2005, a total of 191 (compared with 150 up to end 2004) 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.

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 660 bus trips passing through Central and 150 bus trips passing through Yee Wo Street per day were removed in 2005. On the Kowloon side, about 350 bus trips per day were removed from Nathan Road.

17. Moreover, bus stop rationalisation schemes were implemented to reduce about 230 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 (197 parking spaces), Kam Sheung Road KCR Station (560 parking spaces) of the West Rail and Choi Hung MTR station (450 parking spaces) 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.



Choi Hung Park & Ride Public Carpark



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, 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 2005, there were some 5 900 franchised buses operating in Hong Kong. Among them, about 87% 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.

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 Euro III emission standards when they are registered in Hong Kong.



Euro III Bus



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 2005, 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 2005, 2 390 LPG PLBs and 457 Euro-III model diesel PLBs (which emit less pollutant than older diesel PLBs) were operating on the roads.



LPG Public Light Bus



LPG Refilling Stations

26. As at end 2005, 53 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 2005 are shown in Table 1:



Table 1 – Pedestrian Schemes Introduced or Completed in 2005

District	Type	Location
Central	Landscape works	□ Wo On Lane
Wan Chai	Traffic calming street	□ Johnston Road (between Ship Street and Amoy Road)
Jordan	Landscape works	□ Nanking Road (between Parkes Street and Shanghai Street)
Yuen Long	Landscape works	□ Yuen Long New Street



Johnston Road, between Ship Street and Amoy Street
(before implementation of traffic calming street)



Johnston Road, between Ship Street and Amoy Street
(after implementation of traffic calming street)



Nanking Street
(before landscape works)



Nanking Street
(after landscape works)



29. In 2005, we continued to work together with Planning Department to formulate feasible schemes for enhancement on the pedestrian environment, urban design, streetscape and landscape in Tsim Sha Tsui. We had obtained the supports of the public to implement the priority project of landscape enhancement works outside the MTR Tsim Sha Tsui Station entrance at Haiphong Road and the works is anticipated to commence in end 2006.

Application of Information Technologies to Transport System

Intelligent Transport Systems

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.

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. Implementation of the TIS is now scheduled for completion in early 2008.

Journey Time Indication System

35. Besides showing the estimated cross harbour times through the indicators at Gloucester Road near Revenue Tower, Canal Road Flyover near Aberdeen Tunnel and Island Eastern Corridor near City Garden, we have started to disseminate the traffic information and the average vehicle speed along the cross-harbour tunnels and tunnel approaches on Transport Department's website in August 2005. By referring to the aforementioned information, public can now better plan and make choices on their routes to cross the harbour with reduced travelling time and costs due to avoidance of congestion, improved safety and lower fuel consumption and emissions.

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 120 in 2005. The public can have free access to the service 24 hours a day throughout the year.

The screenshot shows the Transport Department's website interface for the 'Live Webcast of Road Traffic Condition' service. At the top, there is a navigation bar with the Transport Department logo, the text 'Transport Department The Government of the Hong Kong Special Administrative Region', and the 'Government Information Centre' logo. Below this is a yellow banner with the text 'Live Webcast of Road Traffic Condition'. The main content area is titled 'Tuen Mun Road' and features a map of Hong Kong with various regions labeled. A live video feed shows a multi-lane highway with traffic. A legend below the video lists camera locations: C1 Tsuen Wan End, C19 Tuen Mun End, C16 Siu Lam Section, C7 Sham Tseng East, and C3 Yau Kam Tau Section. A note indicates that an internet connection speed of 150Kbps or above is required to view the webcast. At the bottom, there are buttons for 'Hong Kong', 'Kowloon', 'Tsuen Wan', 'Tuen Mun Road', 'Snapshot', and 'Home'.

Traffic Conditions at Sham Tseng East 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, Tai Po and North districts. 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.

Electronic Parking Meter System

39. The on-street electronic parking meters in Hong Kong previously used disposable e-Park cards for payment of parking fees. Following completion of replacement of the e-Park card operated parking meters with new meters that accept reloadable Octopus cards in November 2004, all the electronic parking meters are now operated with the Octopus cards.

Green Office Management

40. In the daily running of our offices, we continued to adopt measures to reduce paper consumption and save energy. We followed the directive of the Environment, Transport and Works Bureau to set air conditioning temperature to 25.5°C in the summer months and appointed energy wardens to ensure that all our offices adhered strictly to this 25.5°C requirement. Some of our offices had started to use an e-Filing system to replace the paper system. As for maintaining the environmental awareness of our staff, we kept on disseminating regular 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 2005:

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
- Monitoring the quantity of paper consumed quarterly
- Adopting e-Filing system where appropriate

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
- Setting the air conditioning temperature to 25.5°C in the summer months
- 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 colleagues of green office practices. Staff were also invited to join environmental seminars organised by Environmental Protection Department such as "Waste Reduction, Environmental Awareness and Environmental Management", "The Use of EMFAC-HK", and "Experience Sharing Workshop on Energy Efficiency & Conservation" etc. to further promote the awareness of environmental protection.

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.



Open Plan Office



No Smoking Office



CHAPTER 3 - TARGETS FOR 2006

Reduction in Traffic

Better Co-ordination of Public Transport Modes

44. 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

45. To reduce the number of bus trips and the demand for more direct bus services, particularly those in 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 2006.

46. 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 2006. In addition, the taxi-rail scheme for the Airport Express Line will be continued in 2006.

More Bus Services Rationalisation

47. 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)

48. PnR facilities have been planned at the future property developments in the vicinity of KCR stations at Tsuen Wan West, Tin Shui Wai, Tuen Mun Centre and Wu Kai Sha. 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

49. 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

50. 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

51. 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.



A Euro III bus on Hennessy Road



Using Alternative Fuelled Vehicles to Replace Diesel Vehicles

LPG Public Light Buses

52. Referring to Figure 1, the number of licensed LPG PLBs has increased constantly in year 2005. As Light Bus Using Cleaner Fuel Scheme was ended in the end of 2005, there will be a slower increase in LPG PLBs. It is predicted that the number of licensed LPG PLBs could only reach 2 430 at the end of 2006.

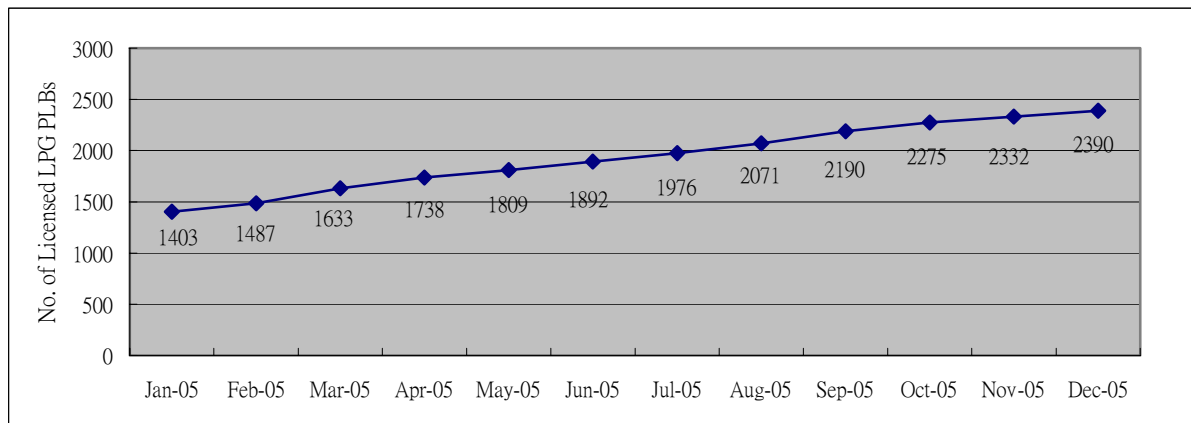


Figure 1 – Number of Licensed LPG Public Light Bus

53. Referring to Figure 2, the number of licensed Euro-III model PLBs has increased steadily in year 2005. The number of licensed Euro-III model PLBs is expected to reach 480 at the end of 2006.

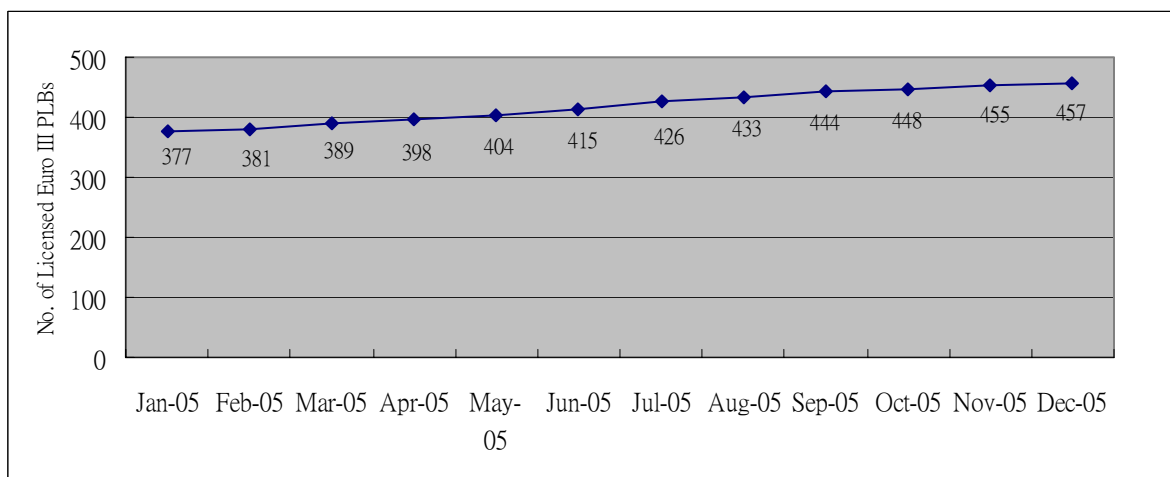


Figure 2 – Number of Licensed Euro-III Model Public Light Bus



A Better Pedestrian Environment

54. 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 2006 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.

55. 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 Staunton Street, Elgin Street and Peel Street in Central; Johnston Road in Wan Chai; Temple Street, Nanking Street (between Parkes Street and Nathan Road) and Pilkem Street in Jordan; Fuk Wa Street and Pei Ho Street in Sham Shui Po.

56. Having taken into account public views, we are working with Planning Department to formulate the area improvement plan for Tsim Sha Tsui and will further identify priority projects to realize a better pedestrian environment earlier. We will consult the public for the area improvement plan and the additional priority projects in mid 2006.

Application of Information Technologies to Transport System

57. We will 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.



58. We plan to expand the Journey Time Indication System to Kowloon to provide the estimated cross-harbour journey time information from Kowloon to Hong Kong via the three cross-harbour tunnels at six strategic locations. The journey time and average vehicle speed along major tunnel approaches in Kowloon will also be disseminated on Transport Department's website. The project is planned to commence in end 2007 for completion in mid 2009.

59. 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 Tuen Mun and Yuen Long districts by 2008.

Green Office Management

60. We will continue to adopt green office practices in the daily running of our offices. We will set air conditioning temperature to 25.5°C in the summer months and aim to cut down energy consumption by 1.5% in 2006. We intend to encourage more offices to adopt the e-Filing system to replace the 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 share documents via the Local Area Network and the Internet
- 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
- To send electronic greeting cards
- To promote the use of recycled paper

Recycling

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

Energy Saving

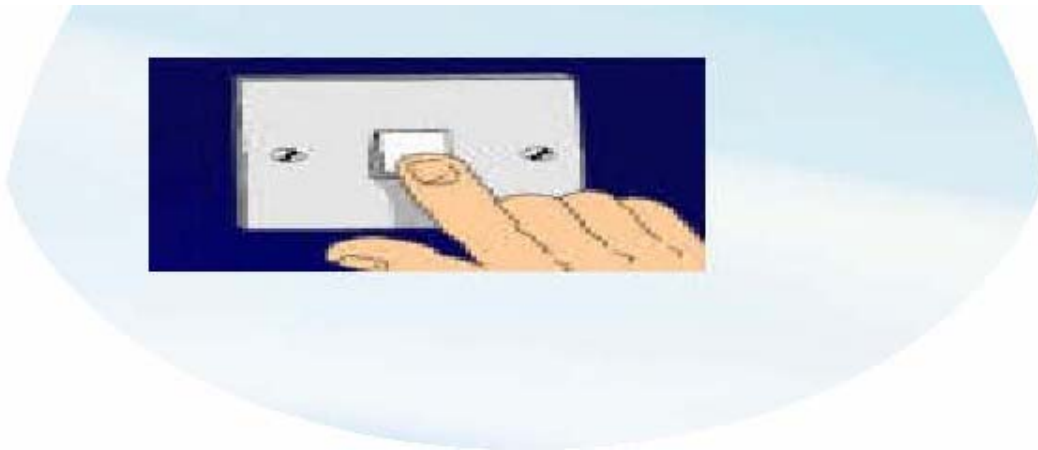
- To remind all staff to switch off the lights and computers when not in office
- To replace T10 or T12 fluorescent lamps (fat tubes) with T8 fluorescent lamps (thin tubes) as a short-term measure
- To replace T8 fluorescent lamps with T5 fluorescent lamps in the long term
- To increase the use of energy 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
- To turn off unnecessary lights when the area is not in use
- To promote walking up and down the floors instead of using lifts

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

61. 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, support green events organised by other departments or organisations and encourage our staff to attend training sessions and green activities.

Feedback

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