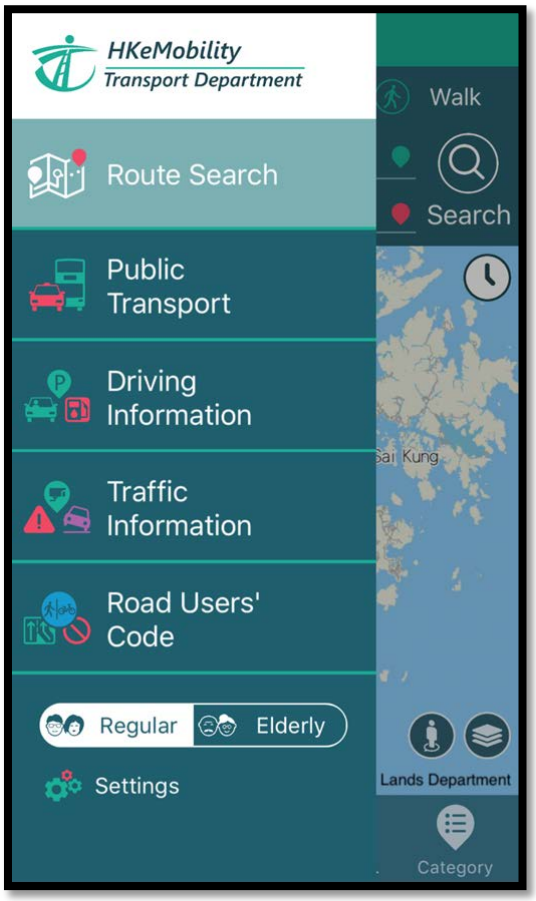
Environmental Report 2017

運輸署
Transport Department



Develop “HKeMobility” Mobile Application

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 have been done in 2017 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 2017 to 31 December 2017. 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 Wan Chai. We also have some 22 sub-offices accommodated in other government offices or private commercial buildings. As at 31 December 2017, we had an establishment of 29 directorate posts and 1,632 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.

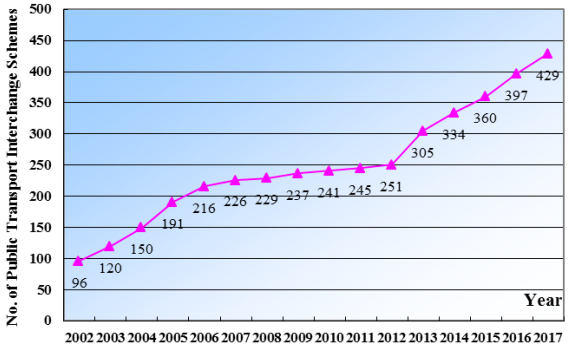
ENVIRONMENTAL OBJECTIVES

Environmental Objective No. 1 - Reduction in Vehicular Traffic

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:

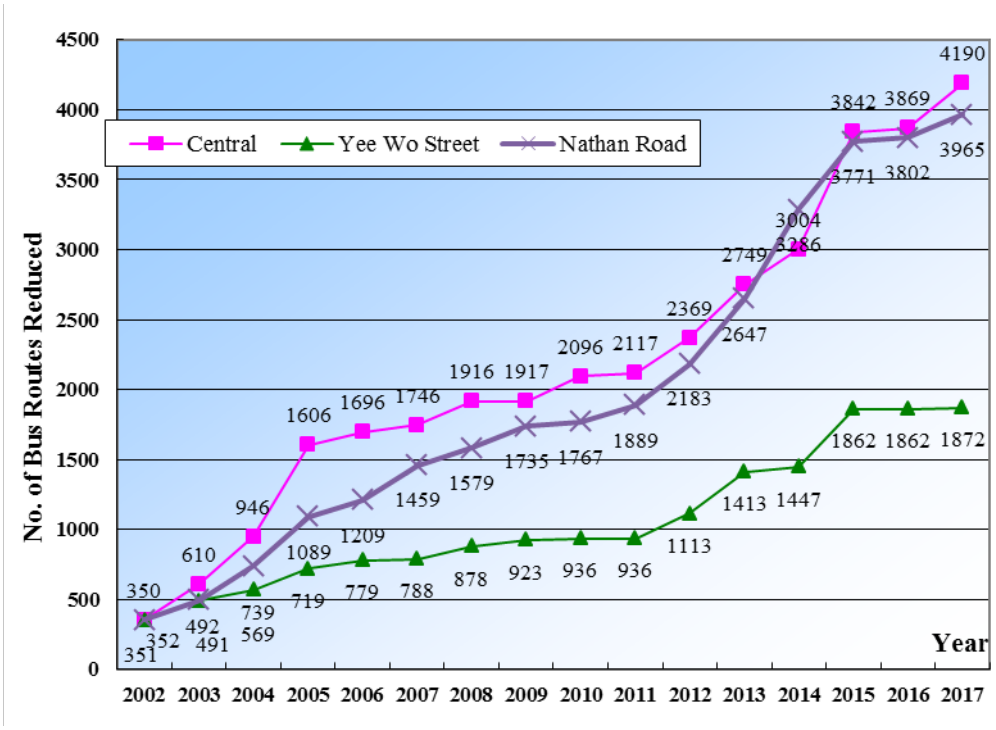
(i) Implementation of public transport interchange schemes

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, green minibus-bus interchange, tramway-bus interchange and bus-bus interchange schemes. The numbers of bus-bus interchange schemes implemented since 2002 are shown in the graph on the right.



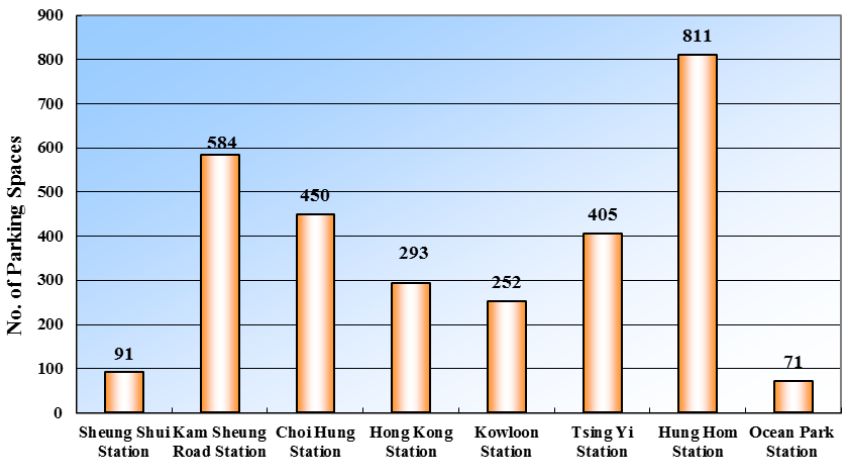
(ii) Rationalization of bus routes and stops

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 below.



(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 numbers of parking spaces provided in some PnR facilities are shown in the graph below.



(iv) Provision of bicycle parking spaces

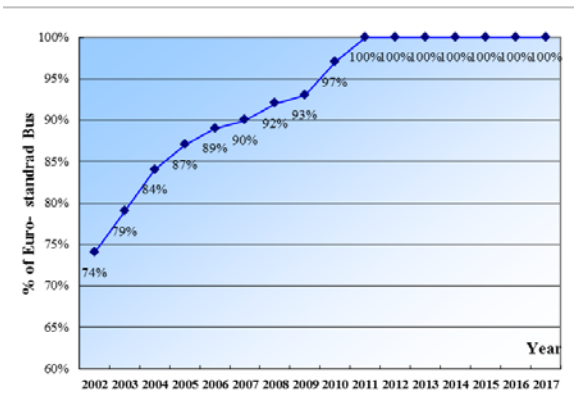
In the New Territories, we monitor the demand for bicycle parking spaces, and make provisions close to railway stations to enable bicycle riders to change to the rail and other public transport. There were a total of about 17,877 bicycle parking spaces provided close to railway stations and public transport interchanges, out of a total of about 37,785 bicycle parking spaces managed by our Department in Hong Kong.

Environmental Objective No. 2 - Vehicle Emission Control Measures

(i) Improvement measures for Euro II and Euro III franchised buses

The Government has fully subsidised the franchised bus companies to retrofit eligible Euro II and III franchised buses with selective catalytic reduction devices (SCRs) to reduce their emissions, thereby upgrading their emission performance to that of Euro IV or above level. All the retrofit works have been completed by end of 2017 and there were 1,030 Euro II and Euro III franchised buses retrofitted with SCRs.

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



(ii) Tightening exhaust emission standards for motor vehicles

All motor vehicles seeking first registration in Hong Kong must comply with the statutory exhaust emission standards. The exhaust emission standards for first registered vehicles (except for diesel private cars, buses with a design weight of not more than 9 tonnes, light buses with a design weight of more than 3.5 tonnes, motorcycles and tricycles) have been tightened in phases according to vehicle class from Euro V to Euro VI starting from 1 July 2017. The emission standards for first registered diesel private cars have also been tightened from California LEV II to LEV III starting from 1 October 2017.

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

Smoke Test

We require them to pass smoke or emission tests during their annual inspection. We also select about 5% of the diesel vehicles per day to undergo the dynamometer smoke test at the Kowloon Bay Vehicle Examination 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 IV or above buses to operate along busy corridors such as Yee Wo Street, Hennessy Road, Queensway, Des Voeux Road Central and Nathan Road.

Environmental Objective No.3 - Use of Alternative Fuel Vehicles to replace Diesel Vehicles

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 2017, about 99% (i.e. 18,152 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

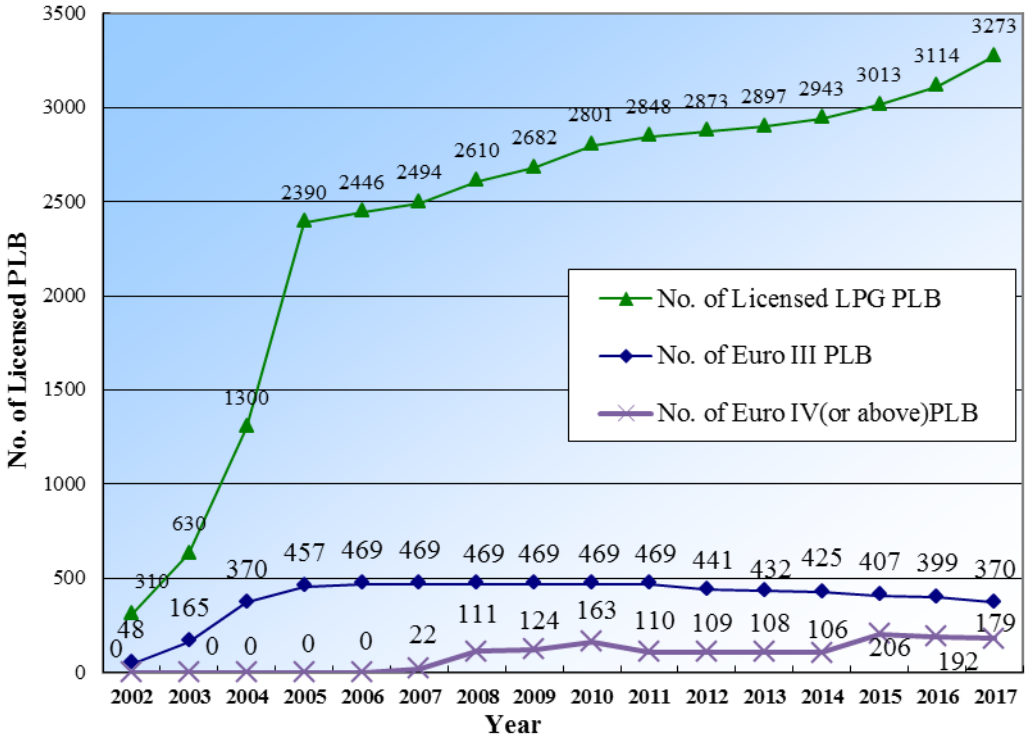
We work jointly with other departments to facilitate the setting up of LPG refilling stations at convenient locations. Up to end 2017, there were a total of 67 LPG refilling stations in Hong Kong.

(iii) Incentive scheme for phasing out Pre-Euro IV diesel Public Light Buses

In March 2014, the Administration launched an ex-gratia payment scheme to phase out Pre-Euro IV diesel public light buses (PLBs). Eligible PLB owners can use the ex-gratia payment for buying new vehicles.

As at end 2017, there were 3,273 licensed LPG PLBs, 370 licensed Euro III diesel PLBs, 179 licensed Euro IV diesel PLBs, and 279 EuroV or above diesel PLBs. There are also 5 hybrid PLBs as at end 2017.

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



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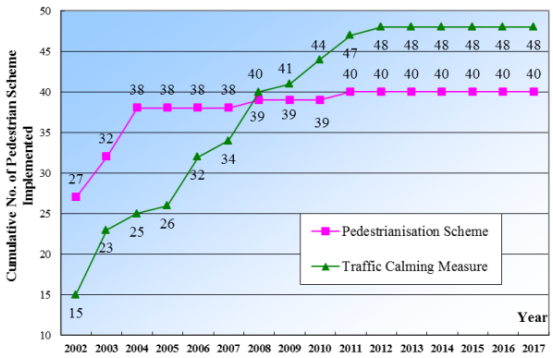
Environmental Objective No. 4 - Pedestrian & Traffic Calming Schemes

These schemes have been recognized by the public since we first introduced them to busy areas like Causeway Bay 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)

Environmental Objective No. 5 - Enhancing Walkability

Foster "Walk in HK"

The Government aims to encourage people to walk the "first mile" to and "last mile" from public transport and will actively promote "Walk in HK". Promoting walkability is not only a key element in the Government's effort to combat climate change, but will also help encourage a healthy lifestyle, strengthen community interaction and build an age-friendly environment. The Government will consolidate the past efforts in promoting walkability and foster the concept of "Walk in HK" under a coordinated strategy. To this end, we appointed consultants in December 2017 to undertake the "Consultancy Study on Enhancing Walkability in Hong Kong" with an objective to formulating planning and design standards putting priority on pedestrians and developing Hong Kong into a walkable city. We will select two Pilot Areas to test out innovative standards for an enhanced and comfortable walking environment. We will implement the measures for building a pedestrian-friendly environment following the four study themes, namely "Make it smart", "Make it connected", "Make it enjoyable" and "Make it safe".

(i) "Make it smart"

We will "make it smart" by providing user-friendly information on walking routes. We will, with reference to overseas experiences, design clear and pedestrian-friendly walking maps and directional signage. We will also enhance information dissemination on larger scale pedestrian networks. We are preparing the design of clear and readily comprehensible pedestrian walking maps and direction signs with a view to launching a pilot pedestrian wayfinding signage system in Hong Kong.

(ii) "Make it connected"

To "make it connected" by enhancing the pedestrian networks, we have commenced a study since September 2017 to explore the enhancement of the existing pedestrian network to provide a continuous east-west walkway from Wan Chai to Sheung Wan and to link up the Sun Yat Sen Memorial Park in Sai Ying Pun with the existing footbridges in Central. We will also explore means to enhance accessibility of the adjoining pedestrian networks so that at-grade footways, footbridges and subways will be joined up in a coherent manner. Moreover, the Government will continue taking forward the various hillside escalator links and elevator systems (HEL) projects, and we have commenced a study since December 2017 to review the assessment mechanism established by the Government in 2009 for HEL proposals, including the criteria for screening, shortlisting and prioritisation. On the basis of the revised mechanism, we will screen, shortlist and prioritise the proposals received

in the past years so as to draw up a timetable for implementing the selected proposals in future.

(iii) "Make it enjoyable"

We will "make it enjoyable" by making walking a pleasant experience. We will explore relaxing the requirements for adding covers to public walkways as stipulated in the Transport Planning & Design Manual, and select two areas for pilot study to test out innovative measures for a comfortable walking environment.

(iv) "Make it safe"

We will "make it safe" by providing a safe and quality pedestrian environment. We will review and update the relevant planning standards and design in relation to pedestrian environment and facilities. Examples include greening for carriageway and footway, widths of footway and buffer zones, pedestrian crossing facilities, barrier free facilities, and road side facilities such as street lighting, railings, and street furniture.

We will continue to work towards the aim of enhancing the walkability of our city for Hong Kong people to commute, to connect and to enjoy, making walking an integral part of Hong Kong as a sustainable city.

Environmental Objective No. 6 - Efficient Use of Road Space through Application of Advanced Technologies

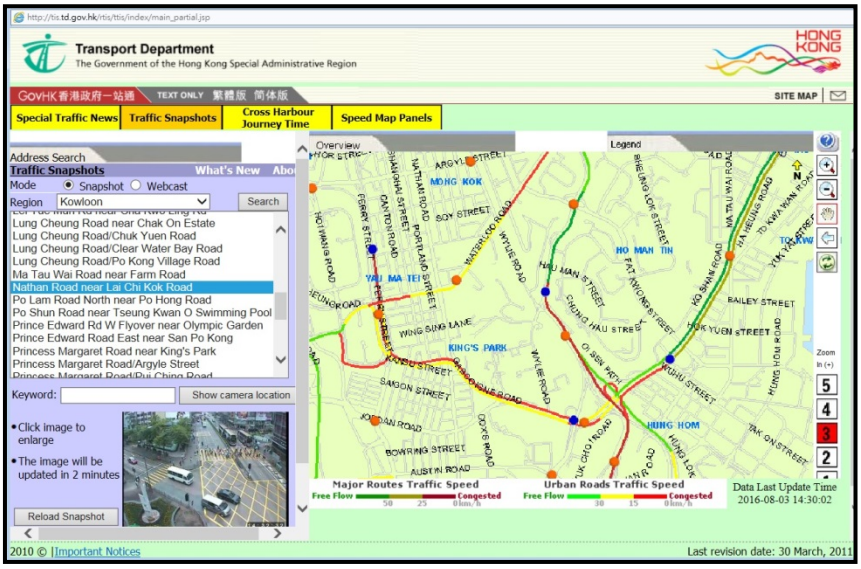
We aim to reduce the journey times of motorists, and hence the consumption of vehicle fuel and emission of air pollutants from vehicles, through the enhancement of the efficiency of the transport network by promoting the application of intelligent transport systems in the following aspects:

(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.

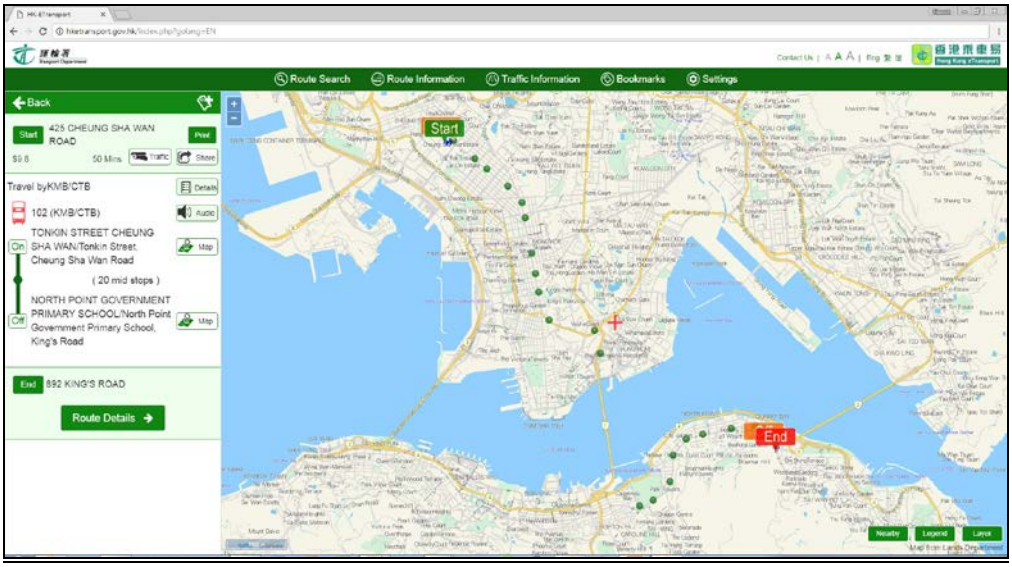
We launched the Road Traffic Information Service (RTIS) website in February 2009. The service integrated the dissemination of 4 types of real-time traffic

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.GOV.HK website of GovHK. Private companies have developed mobile applications using the traffic data of DATA.GOV.HK for the public.

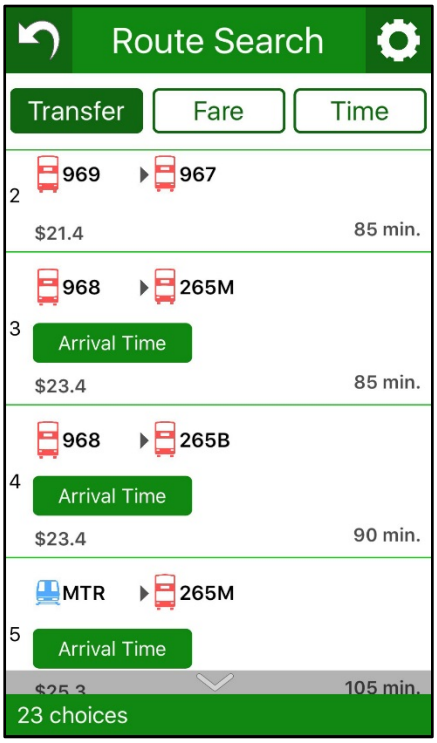


Road Traffic Information Service

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. In Oct 2017, we launched the "Walking Route Search" function for Causeway Bay under Hong Kong eTransport, facilitating users' search of walking path and promoting walk as an environmental friendly means for commuting.



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. In end 2017, we kicked start to develop an integrated transport mobile application, called "HKeMobility, to replace TD's 3 mobile applications, viz. "Hong Kong eRouting", "Hong Kong eTransport" and "eTraffic News", and to provide citizens more convenient and quicker one-stop public transport and driving route search function, estimated travelling time and fares, real time traffic incident information, allowing users' decision for the most appropriate travelling route and means.

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, Kong Sham Western Highway, Tuen Mun Road and Tolo Highway. Real-time traffic information is provided to motorists via the TCS facilities, such as variable message signs, lane control signals, etc.

To facilitate the pubic to plan their journeys and select suitable routes or transport modes, we provide Journey Time Indication System (JTIS) at major divergent points towards the three cross-harbour tunnels to show the journey times from the specific divergent points to the exit portals of various

Journey Time Indication System

cross-harbour tunnels. We also provide Speed Map Panels (SMP) at critical divergent points of strategic routes in the New Territories to show the real-time traffic conditions on the roads ahead towards Kowloon. There are currently 10 sets of JTIS and 5 sets of SMP in Hong Kong.

We have developed 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 was commissioned in 2017. 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

Since March 2011, we have been disseminating real-time traffic data for free download and value-added re-use by the public through DATA.GOV.HK.

(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 1,898 road junctions operating with traffic signals in the territory, 1,857 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. 7 - Saving Electricity and Maintaining Good Indoor Air Quality at our Facilities

Saving Electricity at our Facilities

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.

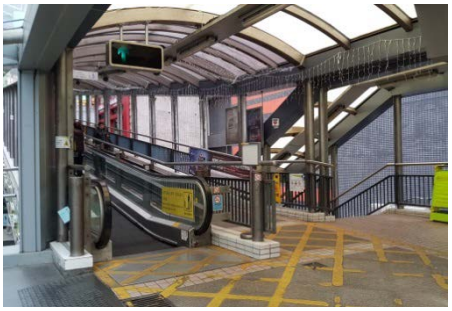
Kowloon Bay Vehicle Examination Centre

(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

To reduce power consumption, light emitting diode (LED) lights are adopted in this category of road traffic facilities.

(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 2008 is shown in the following table:

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Electricity consumed (kWh)	3,469,056	3,394,615	3,326,832	3,186,493	2,986,255	2,652,430	2,776,030	2,716,586	2,787,039	3,037,216

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

Maintaining Good Indoor Air Quality at our Facilities

In 2003, EPD launched the Indoor Air Quality (IAQ) Certification Scheme to promote and commend good IAQ management practice.

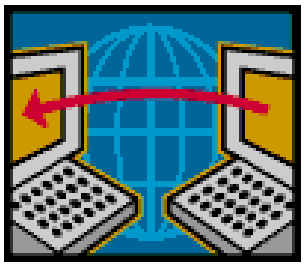
The following eligible premises of TD have joined the IAQ Certification Scheme and obtained a "Good" class of indoor air quality:

1. North District Government Offices, 3 Pik Fung Road, Fanling, New Territories
2. Eastern Law Courts Building, 29 Tai On Street, Sai Wan Ho, Hong Kong
3. Harcourt House, 39 Gloucester Road, Wan Chai, Hong Kong
4. Harbour Building, 38 Pier Road, Central, Hong Kong
5. Immigration Tower, 7 Gloucester Road, Wan Chai, Hong Kong
6. Queensway Government Offices, 66 Queensway, Hong Kong
7. Cheung Sha Wan Government Offices, 303 Cheung Sha Wan Road, Cheung Sha Wan, Kowloon
8. China Resources Building, 26 Harbour Road, Wanchai, Hong Kong
9. Mong Kok Government Offices, Kowloon, 30 Luen Wan Street, Mong Kok, Kowloon
10. Sha Tin Government Offices, 1 Sheung Wo Che Road, Shatin, New Territories
11. Kowloon East Government Offices, 12 Lei Yue Mun Road, Kwun Tong, Kowloon
12. Hopewell Centre, 183 Queen's Road East, Wanchai, Hong Kong
13. Rumsey Street Multi-Storey Car Park Building, 2 Rumsey Street, Sheung Wan, Hong Kong
14. Kowloon Government Offices, 405 Nathan Road, Kowloon

Environmental Objective No. 8 - Green Office Management

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 2006 is shown in the following table:

Year	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
A4 Paper equivalent (reams)	20,090	27,785	25,573	26,682	27,477	29,464	28,426	28,732	28,804	32,615	28,731	**30,982**

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. 9 - Staff Awareness

We strive 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.

We also encourage our staff to make "green" contribution to the community. A programme of recycling of household electrical appliances was organised for the period from December 2016 to January 2017. Collected electrical appliances were donated to the people in need.

ENVIRONMENTAL ACHIEVEMENTS IN 2017

The progress/achievements versus the targets for 2017 are summarized in the following table.

Objectives	2017 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, 37M, 38, 38X and N38 at Tung Chung Station or vice versa. Passengers travelling on MTR Kwun Tong Line were offered $0.6 fare discount for interchanging with KMB route 213M at Lam Tin Station or vice versa. 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 61 GMB routes and MTR.
	(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 $40 on the same day at Kowloon or Tsing Yi Stations.

Objectives	2017 Targets	Progress & Achievements
	(iv) To rationalize more bus routes in busy area and on busy road	(iv) A total of 494 bus trips at Northern Hong Kong Island and Nathan Road were reduced.
Vehicle Emission Control Measures	(i) To complete retrofitting selective catalytic reduction (SCR) devices on eligible Euro II and Euro III franchised buses to reduce the emissions of nitrogen oxides (NOx) by end 2017, as scheduled by the franchised bus operators.	(i) The retrofit programme has been completed in 2017. The SCR devices would reduce NOx emissions and raise the emission performance of the retrofitted buses to Euro IV or above level.
Use of Alternative Fuel Vehicles to Replace Old Diesel Vehicles	(i) To continue to encourage more owners to have their old diesel PLBs converted to LPG, Euro V or above diesel or electric ones	(i) The administration launched an ex-gratia payment scheme in March 2014 for phasing out Pre Euro IV diesel commercial vehicles including PLBs till end 2019. After scrapping the vehicles, the owners can use the ex-gratia payment to buy new vehicles. The number of licensed LPG PLBs increased from 3,114 in 2016 to 3,273 in 2017. As at end 2017, there were 3,273 licensed LPG PLBs and 297 Euro V or above diesel PLBs. There are also 5 hybrid PLBs as at end 2017. (ii) The Administration limited the service life of diesel commercial vehicles newly registered on or after 1 February 2014 at 15 years.

Objectives	2017 Targets	Progress & Achievements
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 2018.
Enhancing Walkability	(i) To conduct strategic study on "Enhancing walkability in Hong Kong".	(i) The consultancy study on "Enhancing Walkability in Hong Kong" commenced in December 2017.
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 dissemination of real-time traffic data for free download and value-added re-use by the public through DATA.GOV.HK (iv) To complete the project for developing a Traffic and Incident Management System (v) To conduct survey to gauge the performance of Area Traffic Control Systems and identify improvements if appropriate	(i) Target achieved, real-time traffic information collection and dissemination to be continued in 2018. (ii) Target achieved, provision of services to be continued in 2018. (iii) Target achieved, real-time traffic data dissemination to be continued in 2018. (iv) Implementation contract was awarded in September 2014 and the system commissioned in 2017. (v) Car journey time surveys were conducted in the 4th quarter and local improvements had been carried out if necessary.
Saving Electricity and Maintaining Good Indoor Air Quality at our facilities	(i) To contain the electricity consumption of our non-office facilities to the level of 2016 as far as possible. (ii) To contain the electricity consumption of our	(i) Electricity consumption of our non-office facilities in 2017 was 1.41 million kWh,an increase of 0.9% as compared with the consumption in 2016. (ii) Electricity consumption of our office facilities in 2017

Objectives	2017 Targets	Progress & Achievements
	office facilities[2] to the level of 2013 as far as possible. (iii) To maintain a "Good" class of indoor air quality at our premises eligible to join the IAQ Certification Scheme.	was 1.62 million kWh, an increase of 26.7% as compared with the baseline level. (iii) Target achieved.
Green Office Management	(i) To continue with the green office management practices (ii) To contain the paper consumption to the level of 2016 (iii) To maintain the use of recycle paper to 30% or above of paper consumption	(i) Target achieved, green office management practices to be continued. (ii) Paper consumption in 2017 has increased by 7.8% as compared to the consumption in 2016. (iii) Recycle paper contributes 82% of total paper consumption.
Staff Awareness	(i) To enhance staff awareness in related aspects through training and promotional events.	(i) A programme of recycling of household electrical appliances was organised during the period from December 2016 to January 2017. Collected electrical appliances were donated to the people in need. (ii) Overseas training / duty visit reports related to green transport and environmental sustainability were

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

Objectives	2017 Targets	Progress & Achievements
		uploaded to intranet for knowledge sharing among TD colleagues.

OUR2018 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 Exhaust Emission Standards for First Registered Vehicles	(i) Implement Euro VI exhaust emission standards for first registered vehicles in phases according to vehicle class.
Use of Alternative Fuel Vehicles to Replace Old Diesel Vehicles	(i) To continue to encourage more owners to have their old diesel Public Light Buses converted to LPG, Euro V or above diesel or electric ones
Pedestrian Schemes	(i) To explore opportunities for the implementation of traffic calming schemes to meet public needs
Enhancing Walkability	(i) To continue the study on “Enhancing walkability in Hong Kong”. (ii) To select two Pilot Areas to test out innovative standards for an enhanced and comfortable walking environment
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 develop an integrated transport mobile application "HKeMobility" for launching by 2018 (iv) To continue the dissemination of real-time traffic data for free

Objectives	Targets
	download and value-added re-use by the public through DATA.GOV.HK (v) To operate, maintain and enhance the Traffic and Incident Management System (vi) To conduct survey to gauge the performance of Area Traffic Control Systems and identify improvements if appropriate (vii) To plan for the installation of additional traffic detectors, Speed Map Panels and Journey Time Indication Systems
Saving Electricity and Maintaining Good Indoor Air Quality at our Facilities	(i) To contain the electricity consumption of our non-office facilities to the level of 2017 as far as possible (ii) To contain the electricity consumption of our office facilities to the level of 2013 as far as possible (iii) To maintain a “Good” class of indoor air quality at our premises eligible to join the IAQ Certification Scheme.
Green Office Management	(i) To continue with the green office management practices (ii) To contain the paper consumption to the level of 2017 (iii) To maintain the use of recycle paper to 30% or above of paper consumption
Staff Awareness	(i) To enhance staff awareness in related aspects through training and promotional events.