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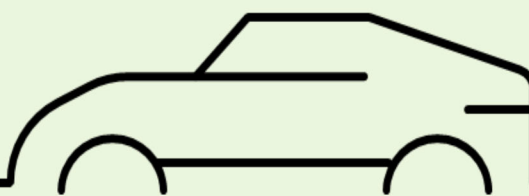
Transport Department

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# Environmental Report

## 2020

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## ***FOREWORD***

The Transport Department is fully committed to environmental protection. We 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 2020 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 2020 to 31 December 2020. 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](mailto: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 South Tower of West Kowloon Government Offices in Yau Ma Tei. We also have some 20 sub-offices accommodated in other government offices or private commercial buildings. As at the end of 2020, we had an establishment of 32 directorate posts and 1,855 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) intelligent transport systems; and
- (vii) 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.



## ***ENVIRONMENTAL 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***

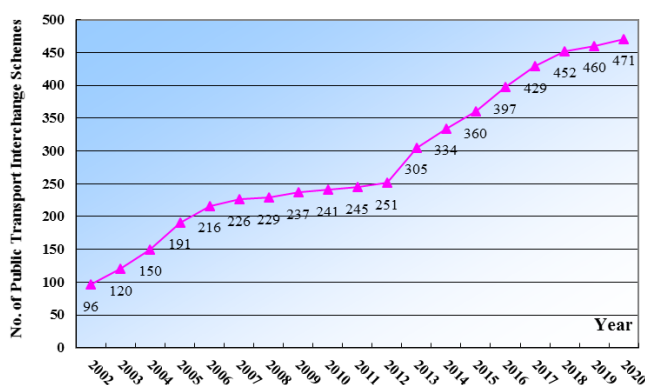
### **Environmental Objective No. 1 - Reduction in Vehicular Traffic**

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 made 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.

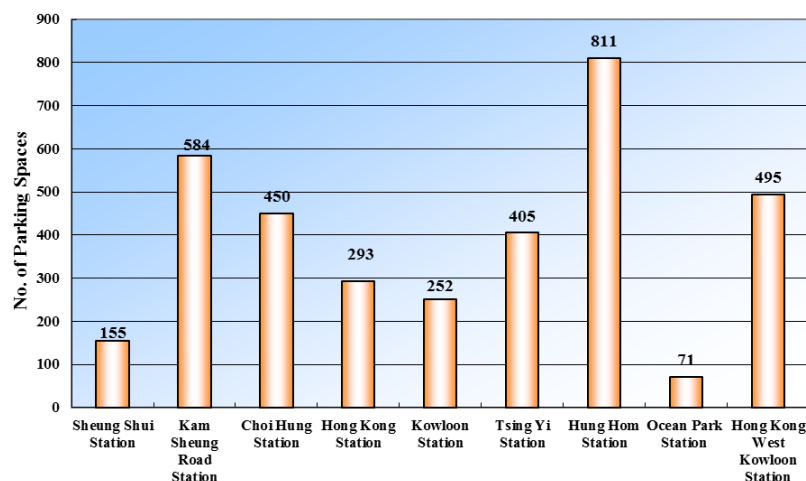


**(ii) Rationalization of bus routes and stops**

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. Between 2011 and 2020, the cumulative reduction of the number of bus trips in the busy corridors in Central, Causeway Bay and Yau Tsim Mong was 5,723.

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

These facilities are carpark 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 monitored the demand for bicycle parking spaces, and made provisions close to railway stations to enable bicycle riders to change to the rail and other public transport. There were a total of about 18,500 bicycle parking spaces provided close to railway stations and public transport interchanges, out of a total of about 39,300 bicycle parking spaces managed by our Department in Hong Kong.



## **Environmental Objective No. 2 –Reduction of Vehicular Emissions**

We have been implementing a series of measures to reduce vehicle emissions so as to better protect public health as follows. In 2020, the concentrations of major air pollutants recorded at the roadside air quality monitoring stations have been on a declining trend: the annual average concentrations of respirable suspended particulates (RSP), fine suspended particulates (FSP), NO<sub>2</sub>, and sulphur dioxide (SO<sub>2</sub>) have dropped by 66%, 65%, 29% and 81% respectively, and the number of smoky vehicles spotted has also been reduced by nearly 90%.

### **(i) Tightening vehicle emission standards for motor vehicles**

All motor vehicles seeking first registration in Hong Kong must comply with the statutory vehicle emission standards. The vehicle emission standards for first registered vehicles (except for diesel private cars, motorcycles and tricycles) were tightened by phases according to vehicle class from Euro V to Euro VI starting from 1 July 2017.

### **(ii) Reducing emissions from franchised buses**

In order to reduce emissions from the franchised buses, the Government is preparing to fully subsidise the franchised bus companies to conduct a trial of retrofitting Euro V bus models with enhanced selective catalytic reduction systems to ascertain the technical feasibility of deploying this type of air pollutant emission reduction device and its performance under local operating conditions.



### **(iii) Franchised bus low emission zones (FBLEZs)**

The emission requirements of franchised buses plying through the FBLEZs in Central, Causeway Bay and Mong Kok were tightened to Euro V from 31 December 2019.

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

We required them to pass smoke or emission tests during their annual inspection. We also selected about 5% of the diesel vehicles per day to undergo the dynamometer smoke test at the Kowloon Bay Vehicle Examination Centre.



Smoke Test

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

To continuously improve roadside air quality, the Government implemented a series of measures and ex-gratia payment schemes to phase out old diesel commercial vehicles. 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 the end of 2020, about 99% (i.e. 18,160 Nos.) of the taxis were LPG taxis. Hybrid taxis have started serving Hong Kong since 2013.



**(ii) Set-up of LPG Refilling Stations**

We worked jointly with other departments to facilitate the setting up of LPG refilling stations at convenient locations. Up to end 2020, there were a total of 70 LPG refilling stations in Hong Kong.

**(iii) Phasing out old diesel commercial vehicles (DCV)**

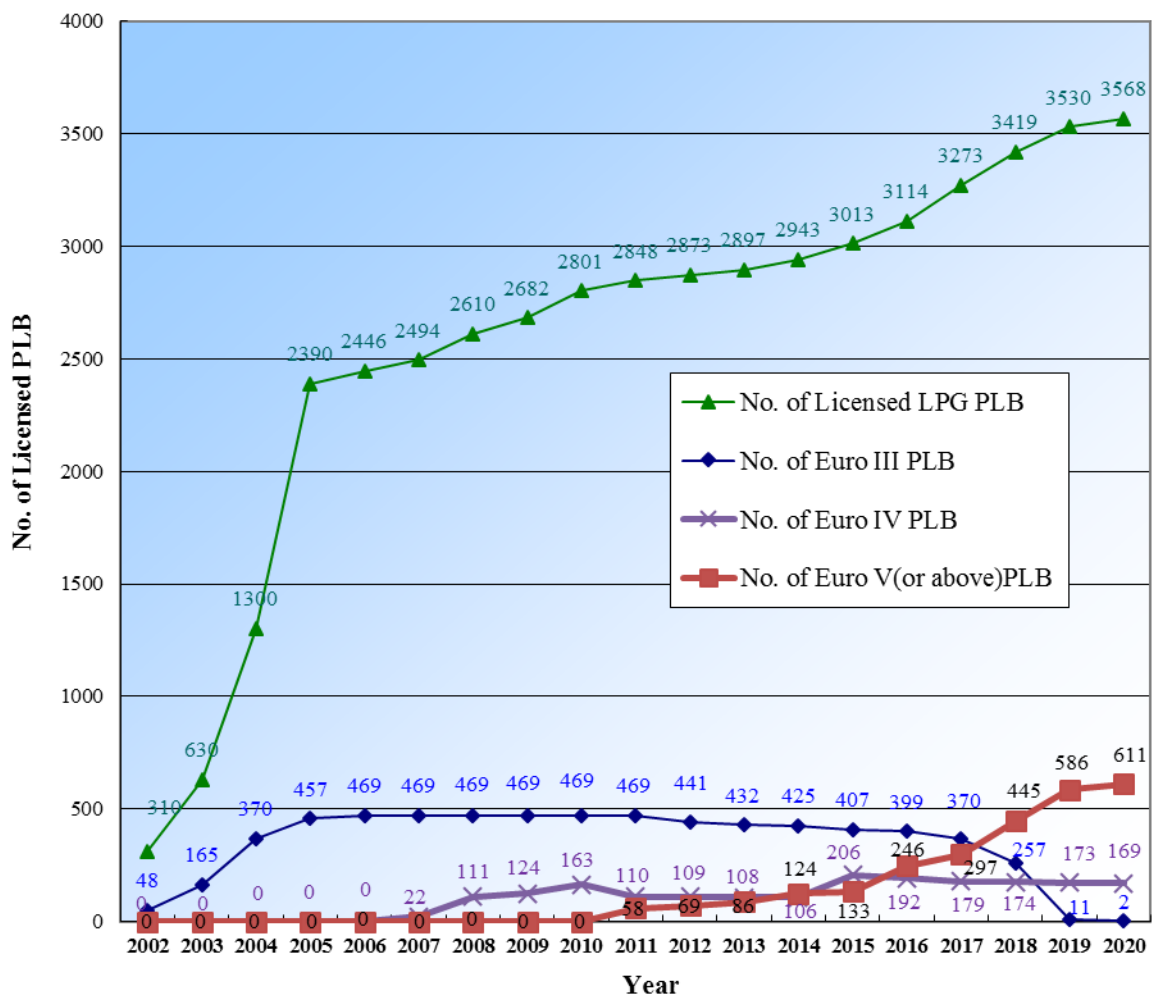
Further to the phasing out of 80 000 pre-Euro IV (i.e. Pre-Euro, Euro I, Euro II and Euro III) DCVs, the Government is progressively phasing out about 40 000 Euro IV DCVs before end-2027. Upon completion of the programmes, DCVs

with high air pollutant emissions will be retired. Newer DCVs have a service life limit of 15 years and hence will be retired in due course.

**(iv) 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.

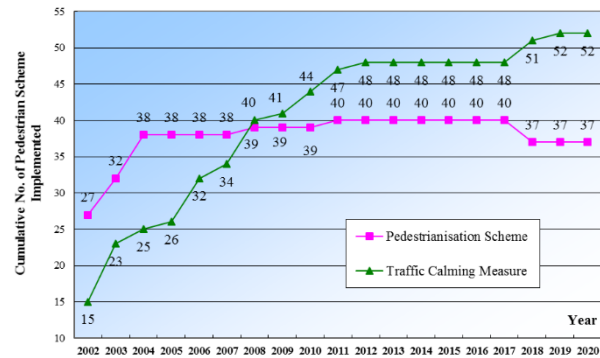
As at end of 2020, there were 3,568 licensed LPG PLBs, 2 licensed Euro III diesel PLBs, 169 licensed Euro IV diesel PLBs, and 611 EuroV or above diesel PLBs. The numbers of licensed LPG PLB, Euro III, IV and V (or above) diesel PLBs since 2002 are shown in the graph below.





## 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 has been promoting "Walk in HK" with a view to encouraging people to walk more and ride less. 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. To develop Hong Kong into a walkable city, we formulated the overall walkability strategy for Hong Kong in December 2020. The strategy enshrines the value of placing high priority on pedestrians in transport planning, fosters a pedestrian-friendly environment, and promotes walking as a form of sustainable urban mobility to bring about transport, social, environmental, economic and health benefits. After testing out new initiatives for walkability enhancement measures, we plan to bring them forward for territory-wide application along the four pillars of walkability, namely "Make it smart", "Make it connected", "Make it enjoyable" and "Make it safe". We also offer advice from pedestrian planning perspective to relevant departments in relation to urban design of new development areas and sizable redevelopment projects in built-up areas.

**(i) “Make it smart”**

To “make it smart” by providing user-friendly information on walking routes, we implemented a pilot pedestrian wayfinding signage system in Tsim Sha Tsui in July 2018, with reference to overseas experiences, providing legible and consistent pedestrian information to facilitate better pedestrian route planning and to make pedestrian journey smart. We were developing a new pedestrian wayfinding system having regard to the experience gained from the pilot system.

**(ii) “Make it connected”**

To “make it connected” by enhancing the pedestrian networks, we are endeavouring to take forward initiatives to provide a continuous east-west walkway from Wan Chai to Sheung Wan through effective linkages between the existing walkway systems in Central, Admiralty and Wan Chai, which include provision of a possible walkway link between Admiralty and Wan Chai Government Offices redevelopment. Moreover, we continued taking forward various hillside escalator links and elevator systems (HEL) projects. On the basis of the revised assessment mechanism, we conducted assessment for 114 new HEL proposals which were received up to Q3 2017, through a due process for initial screening and proposals prioritisation. We would consult with respective District Councils in due course for implementation.

**(iii) “Make it enjoyable”**

To “make it enjoyable” by making walking a pleasant experience, about 290 non-essential traffic signs and 3.5km of pedestrian railings in the pilot areas of Central and Sham Shui Po were removed in 2020 to reclaim space for pedestrians at ground level. Furthermore, we have been taking forward implementation of the provision of covers to walkways connecting to public hospitals, and embarked on a plan to provide covers to walkways nominated by the 18 District Councils. We also reviewed and relaxed relevant criteria set in the Transport Planning and Design Manual for provision of covers to walkways.

**(iv) “Make it safe”**

To “make it safe” by providing a safe and quality pedestrian environment, we implemented a trial in late 2020 for low speed limit zone at Wai Chi Street, Sham Shui Po to enhance pedestrian safety. We would review and update the relevant planning standards and design in relation to pedestrian environment and facilities. Examples include enhanced standards for footway widths, pedestrian crossing facilities, and traffic calming street design, etc.

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.

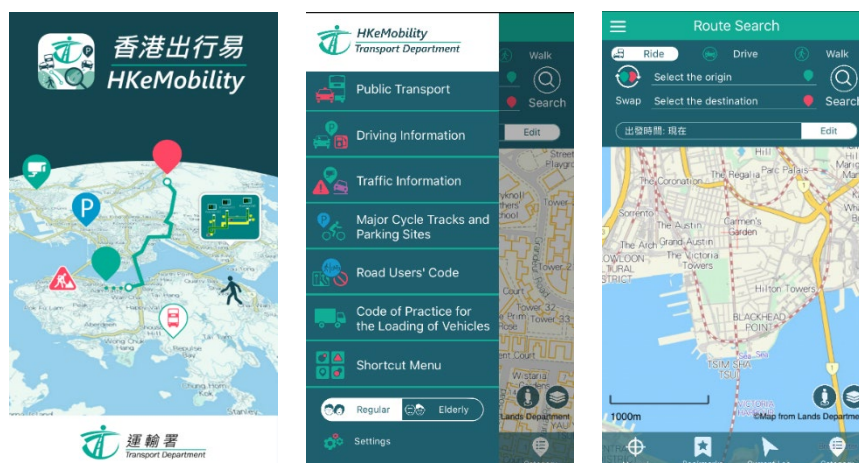
## **Environmental Objective No. 6 - Efficient Use of Road Space through Application of Advanced Technologies**

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.

In July 2018, we launched an integrated mobile application "HKeMobility" to replace TD's 3 previous mobile applications, viz. "Hong Kong eRouting", "Hong Kong eTransport" and "eTraffic News", and to provide citizens more convenient and quicker one-stop search of different transportation mode, journey times and fares, real time traffic information, enabling users to plan for the most appropriate travel arrangements. The traffic and transport information was also disseminated to the public through DATA.GOV.HK. As at the end of 2020, the accumulated no. of download of "HKeMobility" was over 2.24 million and the average daily hit rate was about 40,000.



**HKeMobility Mobile Application**

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

To enhance smooth traffic flow and alleviate traffic congestion, we provided 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, Tolo Highway, Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road and Tuen Mun-Chek Lap Kok Link. Real-time traffic information was provided to motorists via the TCS facilities, such as variable message signs, lane control signals, etc.



Journey Time Indication System



Speed Map Panel

To facilitate the public to plan their journeys and select suitable routes or transport modes, we provided 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 cross-harbour tunnels. We also provided Speed Map Panels (SMP) and JTIS at critical divergent points of strategic routes in the New Territories to show the real-time traffic conditions on the roads ahead towards Kowloon. As at the end of 2020, there were 12 sets of JTIS and 5 sets of SMP in Hong Kong with an existing SMP at San Tin Highway near Fairview Park

enhanced. Installation of additional 17 sets of JTIS before the critical divergent points at major roads over the territory was in progress for completion by end 2021.

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.

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. We completed the installation of about 1200 traffic detectors on strategic routes and major roads to enhance the coverage of real-time traffic information.

### (iii) Operation of Area Traffic Control (ATC) Systems

The Area Traffic Control (ATC) system optimises the utilisation of road capacity, minimizes traffic delay and reduces the journey time of road users through optimization of traffic signals. Due to better coordination of traffic signals resulting in less stop and start activities, fuel consumption and emissions of vehicles are also reduced. As at the end of 2020, out of the 1,957 road junctions operating with traffic signals in the territory, 1,921 were under the control of ATC system.



## **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 adopted 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 were 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:



- Turning off escalators at the end of the operating period
- Turning off the ventilation and part of the lighting of the public transport interchanges/termini as soon as the public transport services cease every night
- Using lighting of low power consumption rating
- Maintaining the ventilation systems properly for them to work efficiently in respect of power consumption

The situation of electricity consumption of the above category 1<sup>1</sup> and 3 facilities since 2010 is shown in the following table:

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
<b>Electricity consumed (kWh)</b>	3,326,832	3,186,493	2,986,255	2,652,430	2,776,030	2,716,586	2,787,039	3,037,216	2,725,799	2,558,874	1,894,079

### *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/Excellent” class of indoor air quality in 2020:





1. North District Government Offices, 3 Pik Fung Road, Fanling, New Territories
2. Harbour Building, 38 Pier Road, Central, Hong Kong
3. Immigration Tower, 7 Gloucester Road, Wan Chai, Hong Kong
4. Queensway Government Offices, 66 Queensway, Hong Kong
5. Cheung Sha Wan Government Offices, 303 Cheung Sha Wan Road, Cheung Sha Wan, Kowloon
6. Mong Kok Government Offices, Kowloon, 30 Luen Wan Street, Mong Kok, Kowloon
7. Sha Tin Government Offices, 1 Sheung Wo Che Road, Shatin, New Territories
8. Kowloon East Government Offices, 12 Lei Yue Mun Road, Kwun Tong, Kowloon
9. Cross Harbour Tunnel Administration Building, Cross Harbour Tunnel, Hung Hom, Kowloon
10. Tate's Cairn Tunnel Administration Building, Siu Lek Yuen Road, Shatin, New Territories
11. Tower II of Grand Central Plaza, 138 Shatin Rural Committee Road, Sha Tin, New Territories
12. West Kowloon Government Offices South Tower, 11 Hoi Ting Road, Yau Ma Tei, Kowloon

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<sup>1</sup> Excluding electricity consumption in joint-user government buildings which are reported by the Government Property Agency

13. Yau Tong Driving Test Centre, Shop G60 & G61, Ka Fat Arcade, 3 Ka Wing Street, Yau Tong, Kowloon
14. Tseung Kwan O Tunnel Administration Building, 1 Tseung Kwan O Tunnel Road, New Territories
15. Lion Rock Tunnel Administration Building, Lion Rock Tunnel, Sha Tin, New Territories
16. Kai Tak Administration Building, Kai Tak Tunnel, Kowloon City, Kowloon
17. Shing Mun Tunnels Administration Building, Shing Mun Tunnels, Tsuen Wan, New Territories
18. Eastern Harbour Crossing Administration Building, Eastern Harbour Crossing, New Kowloon Inland Lot 6047, Cha Kwo Ling East, Kwun Tong, Kowloon
19. Lung Shan Tunnel and Cheung Shan Tunnel Administration Building, Wo Keng Shan Road, Ta Kwu Ling, New Territories
20. Scenic Hill Tunnel and Airport Tunnel Administration Building, 38 Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road, Lantau Island, New Territories
21. Central-Wan Chai Bypass Tunnel Administration Building, Administration Building, Oil Street, North Point, Hong Kong



 環境保護署 ENVIRONMENTAL PROTECTION DEPARTMENT			
<b>Indoor Air Quality Certificate</b> <b>(Good Class)</b> 室內空氣質素檢定證書 (良好級)			
Valid period		to	
有效期間		到	
I hereby certify that the indoor air quality of the following location(s) has fully complied with the Good Class of the Indoor Air Quality Objectives. 本人謹此證明下列地點的室內空氣質素完全符合「良好級」室內空氣質素指標。			
Name of building			
建築物名稱			
Address			
地址			
Certified location(s)			
已檢定地點			
Approved HKAS IAQ Signatory			
經核准的香港室內空氣質素專家人員			
Name		姓名	
IAQ Certificate Issuing Body		室內空氣質素證書發給機構	
Signature		簽署	
Date of issue		發證日期	
Certificate No.		證書編號	
			
(This certificate is issued based on the results of the HKAS endorsed inspection report no. _____) (此證書是根據非強制性的經核准的檢驗報告編號(即: _____)而發出的)			
Indoor Air Quality Certification Scheme for Offices and Public Places 辦公室及公眾場所室內空氣質素檢定計劃			
 Indoor Air Quality Information Centre 室內空氣質素資訊中心			



## **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 electronic devices to carry departmental publications and consultancy study reports instead of hard copies
- Monitoring the quantity of paper consumed
- Adopting e-Filing system where appropriate

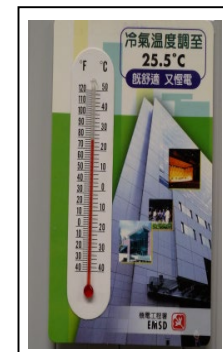


The situation of paper consumption since 2010 is shown in the following table:

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
<b>A4 Paper equivalent (reams)</b>	27,477	29,464	28,426	28,732	28,804	32,615	28,731	30,982	34,076	30,910	29,854

### *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°C 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
- 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

### *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 promote environmental consciousness. To this end we arranged colleagues to attend relevant seminars and programmes on environmental protection, and uploaded relevant information to our intranet for colleagues' reference.

## ENVIRONMENTAL ACHIEVEMENTS IN 2020

The progress/achievements versus the targets for 2020 are summarized in the following table.

Objectives	2020 Targets	Progress & Achievements
Reduction in Vehicular Traffic	<ul style="list-style-type: none"> <li>(i) To continue the existing bus-rail interchange schemes</li> <li>(ii) To continue the existing GMB-rail interchange schemes</li> <li>(iii) To continue the existing taxi-rail interchange schemes at the Airport</li> <li>(iv) To rationalize more bus routes in busy area and on busy road</li> </ul>	<ul style="list-style-type: none"> <li>(i) The details of bus-rail interchange schemes are as follows:               <ul style="list-style-type: none"> <li>• Passengers travelling on MTR Tung Chung Line using adult Octopus were offered \$1 fare discount for interchanging with New Lantau Bus (NLB) routes 37, 37H, 37P, 37M, 38, 38X, 39M, N37 and N38 at Tung Chung Station or vice versa;</li> <li>• Passengers travelling on MTR Disneyland Resort Line or Tung Chung Line using adult Octopus were offered \$1 fare discount for interchanging with CTB route B5 at Disneyland Resort or Sunny Bay Stations or vice versa. Besides, passengers could also enjoy free interchange on MTR feeder bus routes K12, K14, K17 and K18 which were operated by KMB at Tai Po Market Station or vice versa<sup>2</sup>; and</li> <li>• To promote Tuen Ma Line Phase 1 (TMLP1) and</li> </ul> </li> </ul>

<sup>2</sup> 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.

Objectives	2020 Targets	Progress & Achievements
		<p>benefit a wider catchment area which was not yet served by MTR under TMLP1, a “Special Interchange Discount” in collaborate with franchised bus operators was introduced until full commissioning of TML. Adult Octopus users were offered \$1 fare discount for interchanging between designated MTR stations and eighteen franchised bus routes (CTB routes 20, 22, 22M and KMB routes 3B, 5, 5A, 5C, 5D, 5P, 6F, 11, 11K, 11X, 12A, 15X, 21, 26 and 28), while other Octopus holders (including children, elderly, persons with disabilities and students) were offered \$0.5 fare discount.</p> <p>(ii) The details of GMB-rail interchange schemes are as follows:</p> <ul style="list-style-type: none"> <li>• Passengers were offered \$0.3 to \$3.0 fare discount for interchanging between over 500 GMB routes and MTR; and</li> <li>• To promote Tuen Ma Line Phase 1 (TMLP1) and benefit a wider catchment area where MTR not yet serves under TMLP1, a “Special Interchange Discount” in collaborate with GMB operators was</li> </ul>

Objectives	2020 Targets	Progress & Achievements
		<p>introduced until full commissioning of TML. Adult Octopus users were offered \$1 fare discount for interchanging between designated MTR stations and four GMB routes 26, 27M, 28MS and 49, while other Octopus holders (including children, elderly, persons with disabilities and students) were offered \$0.5 fare discount.</p> <p>(iii) From 1 January 2020 to 30 June 2020, taxi passengers enjoyed 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.</p> <p>(iv) Between 2011 and 2020, the cumulative reduction of the number of bus trips in the busy corridors in Central, Causeway Bay and Yau Tsim Mong was 5,723.</p>
Reduction of Vehicular Emissions	(i) To tighten Euro IV emission standards for first registered vehicles	(i) The emission standards for first registered vehicles (except for diesel private cars, motorcycles and tricycles) have been tightened to Euro VI by phases starting from 1 July 2017 and targeting to be completed in 2021. The statutory emission standards for first registered diesel

Objectives	2020 Targets	Progress & Achievements
		private cars and motorcycles were also tightened to California LEV III from 1 October 2017 and Euro IV from 1 October 2020 respectively.
Use of Alternative Fuel Vehicles to Replace Old Diesel Vehicles	<ul style="list-style-type: none"> <li>(i) To phase out old diesel commercial vehicles</li> <li>(ii) To continue to encourage more owners to have their old diesel PLBs converted to LPG, Euro VI or above or electric ones</li> </ul>	<ul style="list-style-type: none"> <li>(i) To continuously improve roadside air quality, the Government launched in October 2020 an incentive-cum-regulatory programme to progressively phase out about 40 000 Euro IV diesel commercial vehicles (which include goods vehicles, light buses and non-franchised buses) by the end of 2027. The Administration limited the service life of diesel commercial vehicles newly registered on or after 1 February 2014 at 15 years.</li> <li>(ii) The number of licensed LPG PLBs increased from 3,530 in 2019 to 3,568 in 2020. As at the end of 2020, there were 3,568 licensed LPG, 2 licensed Euro III, 169 licensed Euro IV and 611 licensed Euro V or above PLBs.</li> </ul>
Pedestrian Schemes	<ul style="list-style-type: none"> <li>(i) To explore opportunities for the implementation of traffic calming schemes to meet public needs</li> </ul>	<ul style="list-style-type: none"> <li>(i) The Administration continued to look for opportunities to improve overall pedestrian environment.</li> </ul>
Enhancing Walkability	<ul style="list-style-type: none"> <li>(i) To continue the study on “Enhancing walkability in Hong Kong”.</li> <li>(ii) To recommend conceptual pedestrian plans in the</li> </ul>	<ul style="list-style-type: none"> <li>(i) Target achieved. The overall walkability strategy was formulated in December 2020.</li> <li>(ii) New initiatives for walkability enhancement measures,</li> </ul>

Objectives	2020 Targets	Progress & Achievements
	two Pilot Areas for an enhanced and comfortable walking environment	e.g. decluttering of non-essential traffic signs and railings, low speed limit zone, etc., were tested out in the pilot areas of Central and Shum Shui Po.
Efficient Use of Road Space through Application of Advanced Technologies	<ul style="list-style-type: none"> <li>(i) To continue the collection and dissemination of real-time traffic information to the public</li> <li>(ii) To launch an integrated website “HKeMobility” to replace TD’s 2 previous websites, viz. “Hong Kong eTransport” and “Hong Kong eRouting”</li> <li>(iii) To continue the dissemination of real-time traffic data for free download and value-added re-use by the public</li> <li>(iv) To operate, maintain and enhance the Traffic and Incident Management System</li> <li>(v) To conduct survey to gauge the performance of Area Traffic Control Systems and identify improvements if appropriate</li> <li>(vi) To continue the installation of additional traffic detectors, Journey Time Indication Systems and Speed Map Panels</li> </ul>	<ul style="list-style-type: none"> <li>(i) Target achieved, real-time traffic information collection and dissemination to be continued in 2020.</li> <li>(ii) Target achieved.</li> <li>(iii) Target achieved, dissemination of real-time traffic data to be continued in 2020.</li> <li>(iv) Target achieved.</li> <li>(v) Car journey time surveys were conducted in the 3<sup>rd</sup> and 4<sup>th</sup> quarters and local improvements had been carried out if necessary.</li> <li>(vi) Completed installation of some 1,200 traffic detectors, installed 2 additional sets of Journey Time Indication Systems and enhanced an existing Speed Map Panel.</li> </ul>
Saving Electricity and Maintaining Good Indoor	(i) To contain the electricity consumption of our non-office facilities to the level of 2019 as far as	(i) Electricity consumption of our non-office facilities in 2020 was 1.08 million kWh, a decrease of 12% as

Objectives	2020 Targets	Progress & Achievements
Air Quality at our facilities	<p>possible.</p> <p>(ii) To contain the electricity consumption of our office facilities<sup>3</sup> to the level of 2013 as far as possible.</p> <p>(iii) To maintain a “Good/Excellent” class of indoor air quality at our premises eligible to join the IAQ Certification Scheme.</p>	<p>compared with the consumption in 2019.</p> <p>(ii) Electricity consumption of our office facilities in 2020 was 0.81 million kWh, a decrease of 37% as compared with the baseline level.</p> <p>(iii) Target achieved.</p>
Green Office Management	<p>(i) To continue with the green office management practices</p> <p>(ii) To contain the paper consumption to the level of 2019</p> <p>(iii) To maintain the use of recycle paper to 60% or above of paper consumption</p>	<p>(i) Target achieved, green office management practices to be continued.</p> <p>(ii) Target achieved, paper consumption in 2020 has decreased by 3.4% as compared to the consumption in 2019.</p> <p>(iii) Target achieved, recycle paper contributes 77% of total paper consumption.</p>
Staff Awareness	<p>(i) To enhance staff awareness in related aspects through training and self-learning.</p>	<p>(i) Relevant seminars and programmes on environmental protection were arranged for colleagues.</p> <p>(ii) Relevant information was uploaded to intranet for colleagues’ reference.</p>

<sup>3</sup> Excluding electricity consumption in joint-user government buildings which are reported by the Government Property Agency.



## OUR 2021 OBJECTIVES & TARGETS

Objectives	Targets
Reduction in Vehicular Traffic	<ul style="list-style-type: none"> <li>(i) To continue the existing bus-rail interchange schemes</li> <li>(ii) To continue the existing GMB-rail interchange schemes</li> <li>(iii) To rationalize more bus routes in busy area and on busy road</li> </ul>
Reduction of Vehicular Emissions	<ul style="list-style-type: none"> <li>(i) To implement Euro VI emission standards for first registered light buses with a design weight of more than 3.5 tonnes and buses with a design weight of not more than 9 tonnes from 1 March 2021</li> <li>(ii) To continue phasing out Euro IV diesel commercial vehicles</li> </ul>
Use of Alternative Fuel Vehicles to Replace Old Diesel Vehicles	<ul style="list-style-type: none"> <li>(i) To continue to encourage more owners to have their diesel Public Light Buses converted to LPG, Euro V or above, or electric ones</li> </ul>
Use of New Energy	<ul style="list-style-type: none"> <li>(i) To promote the use of new energy in private cars and commercial vehicles</li> <li>(ii) To facilitate the Electric Bus Projects of the Environmental Protection Department and franchised bus companies</li> <li>(iii) To take forward the trial of hybrid ferries under the Vessel Subsidy Scheme</li> </ul>
Pedestrian Schemes	<ul style="list-style-type: none"> <li>(i) To explore opportunities for the implementation of traffic calming schemes to meet public needs</li> </ul>
Enhancing Walkability	<ul style="list-style-type: none"> <li>(i) To identify suitable locations for territory-wide application of walkability enhancement measures upon completion of the study on “Enhancing Walkability in Hong</li> </ul>

Objectives	Targets
	<p>Kong”</p> <p>(ii) To implement the provision of covers to walkways connecting public hospitals and other selected walkways</p>
Efficient Use of Road Space through Application of Advanced Technologies	<p>(i) To continue the collection and dissemination of real-time traffic information to the public</p> <p>(ii) To launch a new version of the “HKeMobility” application</p> <p>(iii) To continue the dissemination of real-time traffic data through DATA.GOV.HK for free download and value-added re-use by the public</p> <p>(iv) To operate, maintain and enhance the Traffic and Incident Management System</p> <p>(v) To conduct survey to gauge the performance of Area Traffic Control Systems and identify improvements if appropriate</p> <p>(vi) To complete installation of additional Journey Time Indication Systems</p> <p>(vii) To progressively implement the Free-Flow Tolling System at government tolled tunnels and the Tsing Sha Control Area</p> <p>(viii) To study on “congestion charging” at government tolled tunnels</p>
Saving Electricity and Maintaining Good Indoor Air Quality at our Facilities	<p>(i) To lower the electricity consumption of our non-office facilities comparing to the level of 2019</p> <p>(ii) To lower the electricity consumption of our office facilities comparing to the level of 2019</p> <p>(iii) To maintain a “Good/Excellent” class of indoor air quality at our</p>

Objectives	Targets
	premises eligible to join the IAQ Certification Scheme.
Green Office Management	<ul style="list-style-type: none"> <li>(i) To continue with the green office management practices</li> <li>(ii) To contain the paper consumption to the level of 2020</li> <li>(iii) To maintain the use of recycle paper to 60% or above of paper consumption</li> </ul>
Staff Awareness	(i) To enhance staff awareness in related aspects through training and self-learning.