
電子道路收費

Ming Chong < >
收件人：info@erphk.hk

2015年12月11日 下午9:02

非常贊成。請問該循什麼途經表達「贊成電子道路收費」，須要填寫表格嗎？

謝謝

莊禮明

Sent from my iPhone

中區電子道路收費先導計劃

1 封邮件

<

>

2015年12月12日 上午1:19

收件人：info@erphk.hk

我強烈反對呢個計劃，道路塞車問題嘅原因有好多

1)因為多條公共車輛包括巴士，小巴重覆路線，何不先重組多條重疊路線？班次頻密亦都係令到道路擠塞的原因

2)中區嘅非法泊車相當嚴重，每日停喺皇后大道中等人、等老闆、上落貨嘅車長期霸左1及右1線，導致真正需要用該路段嘅車輛得番中線行車，甘又點會唔塞？呢個係先天性道路設計嘅問題，無考慮過個用量會咁大，亦無避車處供車輛停泊，何不重組道路規劃？

3)返工放工繁忙時間，香港島同九龍點解咁塞車，絕大原因係因為好多車都用紅磡海底隧道，而東隧及西隧其實非常方便但因為隧道收費高昂所以導致使用量低，如果政府可以收返東隧同西隧嘅經營權再劃一收費同紅磡海底隧道睇齊，一定能夠可以疏導長期尖沙咀及灣仔銅鑼灣嘅交通擠塞！

4)中區什至香港其他地方，根本就唔夠停車場或咪錶位，有啲停車場收費極度高昂，一般市民根本負擔唔起，若然政府咪錶位或違例定額罰款告票提高價格根本就冇作用，因為主要原因係缺乏合適停泊車輛地方，呢個決策只會令市民，司機對政府及執法部門更大怨氣，我有一個大膽嘅提議，取消違例泊車定價罰款告票，如果違例泊車導致阻塞主要道路嘅交通，執法部門可以拖走相關阻塞車輛，停車場嘅價格先會下降，咁先有人使用有空位嘅停車場當然主要道路都要劃上雙黃線。因為司機其實想泊車只不過係停車場價格高以及泊車地方非常小選擇！

實行中區電子收費道路，所謂嘅用者自付，即係轉嫁落消費者，公共車輛以及的士亦都會爭取加價，但有錢人仍然可以俾錢使用什至繼續停留於路上阻塞交通，何謂公平？畀得起錢嘅先得屬於公眾嘅道路？

本人只希望為香港道路提出一些意見，唔一定向用家收費先係唯一可行嘅解決方法！

電話號碼：

本人要求把身份及聯絡資料保密，期待你嘅回覆

從我的 iPhone 傳送

comment

1 封邮件

Annie Cheng < >
收件人 : info@erphk.hk

2015年12月12日 下午6:16

Dear Sirs,

As residents in the Mid-levels areas, we often use the Garden Road, Cotton Tree Road and Caine Road, etc. when travelling to other areas by car. It's unfair to impose toll charges on us when we use these roads as we don't have any other choices. Why the residents in these areas have to be penalized and to bear the extra financial burden under your proposed electronic road pricing scheme. Thus we request your consideration to grant a special exemption for the residents living in these areas should the government decided to launch this new initiative.

Your kind attention to the above is much appreciated.

Your sincerely,

Residents of the Mid-levels

转发：反對電子道路收費

1 封邮件

妖先生 < >
收件人：info <info@erphk.hk>

2015年12月12日 下午10:53

---原始邮件---

发件人："妖先生"< >
发送时间:2015年12月11日 星期五 下午
11:43收件人："tellme"< >
主题:反對電子道路收費

香港中環核心區是國際公司及金融中心地方，而香港地少人多，
當政府中環實施道路收費，令大量私家車會停在收費區出面等待或泊車，做成其他免費區更塞車
如金鐘，灣仔等等，而停車場沒有跟上，車輛增加，令大量車輛非法泊車，
像紅隧一樣，當價格低時，令大量車使用，如果有道路免費只會有更多車出現

《強烈反對！》 強烈反對中環電子道路收費計劃，其故無他，皆因： 1。侵犯駕駛人的私隱權； 2。收買路錢\$； 3。香港一貫以來，皆實行自由主義經濟制度，積極不干預市場無形之手的運作，中環塞滿了汽車，汽車大可以不去中環，改為去其他地區，例如：上環、灣仔等等； 4。有米就可以入中環，問題是有錢佬不是大晒！ - - 查果靚降筆于合義堂

1 封邮件

sam fung Cheung <
收件人：info@erphk.hk
抄送：

>

2015年12月14日 下午7:21

《強烈反對！》

強烈反對中環電子道路收費計劃，其故無他，皆因：

- 1。侵犯駕駛人的私隱權；
 - 2。收買路錢\$；
 - 3。香港一貫以來，皆實行自由主義經濟制度，積極不干預市場無形之手的運作，中環塞滿了汽車，汽車大可以不去中環，改為去其他地區，例如：上環、灣仔等等；
 - 4。有米就可以入中環，問題是有錢佬不是大晒！
- - 查果靚降筆于合義堂

Inviting representatives of the Transport and Housing Bureau / Transport Department to be the guest speakers of a seminar on electronic road pricing

1 封邮件

jennyau <

>

2015年12月15日 下午12:45

收件人 : info@erphk.hk

抄送 :

Dear Sir / Madam,

This is Jenny Yau from the Geography Team of the Education Bureau (EDB) of Hong Kong. I'm a curriculum development officer in the Geography Team of the Bureau and am responsible for the curriculum development of secondary school geography curricula and the organisation of training programs for geography teachers in Hong Kong.

A few days ago, the Transport and Housing Bureau and the Transport Department published the public engagement document - "Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas". As "transport development, planning and management" is one of the key topics for study in senior secondary geography curriculum in Hong Kong, our teachers are eager to know more about the proposed electronic road pricing pilot scheme. As such, I would like to organise a geography seminar for teachers on this and would like to invite a representative of the Transport and Housing Bureau / Transport Department to be the guest speaker of the seminar within the 3-month consultation period. The proposed month of the seminar is February 2016.

It would be very much appreciated if you could consider our request favourably and give our geography teachers a chance to update their knowledge on electronic road pricing. I'm looking forward to your favourable reply soon. Should you have any queries, please feel free to contact me at .

Thank you very much for your kind attention and help in this matter.

Regards,
Jenny Yau
Curriculum Development Officer
Geography Team, Education Bureau

ERP Hong Kong - WAYS TO SHARE YOUR VIEWS

1 封邮件

HKZITAN .HKZITAN <

>

2015年12月15日 下午2:19

收件人 : info@erphk.hk

1. It should not be used primarily to generate revenue for the government.
2. Pricing balance between road users with genuine need (small businesses and public for medical needs) versus road users for convenience and lifestyle.
3. Alternative routes should not be excessively longer to reach destination by by-passing central district otherwise, pollution and financial cost for fuel would negate the purpose as it would just mean transplanting problem from one area to another.
4. Long term should decentralised government offices and not concentrate in Central / Admiralty and Wan Chai area.
5. Improve connectivity for transportation and buildings.

Thank you.

Lawrence Tan

電子道路收費計劃有以下意見

6 messages

jacky < >
To: "info@erphk.hk" <info@erphk.hk>

16 December 2015 at 14:40

本人對電子道路收費計劃有以下意見:

1) 由於有部份富裕人仕能夠承擔道路收費, 故單靠收費未能起有效收阻嚇作用, 為公平起見, 應使用記分制度. 電子道路收費應改為電子道路記分制度, 即違例駕駛記分制度, 以車輛的登記人為單位, 無論登記人有多少車輛, 登記人只可為其名下其中一輛車登記豁免每月首八次使用電子道路的記分.

2) 由於有大部份在職人士於公眾假期的日子仍需上班工作, 所以只安排豁免公眾假期時記分的做法並不公平, 為了使市民於自己的休息日駕車到該區消遣而又同樣可享有豁免記分, 應定為每名車輛的登記人每月可享有八次的豁免記分, 而豁免記分的次數是不可以累積的, 為了防止有人濫用豁免記分的次數, 豁免記分的次數會於辦理車輛過戶手續後被取消.

記分例子: 於一個月使用十二次

每月的第一次至第八次可獲豁免記分, 第九次使用會被記0.5分, 第十次使用會被記0.5分, 第十一次使用會被記0.5分, 第十二次使用會被記0.5分, 即合共記兩分.

馮先生

如有任何疑問, 歡迎致電與本人聯絡, 電話

電子道路收費計劃有以下意見

6 messages

jacky < >
To: "info@erphk.hk" <info@erphk.hk>

16 December 2015 at 14:40

本人對電子道路收費計劃有以下意見:

- 1) 電子道路收費應以車輛的登記人為單位, 無論登記人有多少車輛, 登記人名下只可有一輛車登記豁免收費.
- 2) 電子道路收費應於辦理車輛續牌或辦理車輛過戶手續時一併繳交;
- 3) 由於有在職人士於公眾假期的日子仍需上班工作, 所以只安排豁免公眾假期時收費的做法並不公平, 為了使市民於自己的休息日駕車到該區消遣而又同樣可享有豁免使用道路收費, 應定為每名車輛的登記人每月可享有八次的豁免使用收費道路的收費, 而豁免收費的次數是可以累積的, 為了防止有人濫用累積的豁免收費的次數, 累積豁免收費的次數會於辦理車輛過戶手續後被取消.

- 4) 而為減市民經常駕車上班, 收費應每月以累進計算, 以收阻嚇作用.

例子: 於一個月使用十二次

每月的第一次至第八次可獲豁免收費, 第九次使用收費為港幣100元, 第十次使用收費為港幣200元, 第十一次使用收費為港幣300元, 第十二次使用收費為港幣400元, 即合共港幣1,000元.

- 5) 由於有部份富裕人仕能夠承擔道路收費, 故單靠收費未能起有效收阻嚇作用, 故需同時加入記分制度.

記分例子: 於一個月使用十二次

每月的第一次至第八次可獲豁免記分, 第九次使用會被記0.5分, 第十次使用會被記0.5分, 第十一次使用會被記0.5分, 第十二次使用會被記0.5分, 即合共記兩分.

馮先生

如有任何疑問, 歡迎致電與本人聯絡, 電話

電子道路收費計劃有以下意見

6 messages

jacky < >
To: "info@erphk.hk" <info@erphk.hk>

16 December 2015 at 15:19

反對實施電子道路收費計劃，如欲有效地限制車輛使用特定的路段，應實施在特定時間，限制特定的車輛類別駛入特定的路段，例如於星期一至星期五的早上七時至早上十時及下午四時至七時限制私家車輛駛入特定的路段，而違規進入者，最高可被判處罰款2千元及監禁3年。

馮先生

如有任何疑問，歡迎致電與本人聯絡，電話

ERP comment

2 messages

william <
To: info@erphk.hk

>

16 December 2015 at 16:46

Dear Sir/Madam,

The attached document contains photo evidence as to why I believe automatic number plate recognition cannot work as a means to ERP enforcement and charging. The document is also available by this link :

Ever since the 1st PVRM auction in 2006, numerous PVRM displays can be seen to violate Road Traffic Regulation 374E schedule 4. And probably due to the very visible violations, some TVRM holders also tamper with the display/font in order to achieve certain visual effects. As the Commissioner of Transport mentioned to the press that automatic number plate recognition is likely to be used for charging vehicles entering Central, this can become further incentives for PVRM/TVRM owners to deliberately tamper with the display. As can be seen in mysubmitted document, vehicle with PVRM '3SG' displayed as ' 356 ' can drive into Central ERP area, and the charge could be incorrectly levied to vehicle with TVRM '

In conclusion, if TD is to proceed with ERP using automatic number plate recognition, then TD MUST immediately enforce Road Traffic Regulation 374E schedule 4, and TD should also penalize PVRM/TVRM owners using illegal display. And for those repeated offenders, TD should withdraw the PVRM/TVRM from use.

You are welcome to contact me by email or by phone on

Regards,
Ir. Dr. Cheung Shu Sang, William
Sent from Windows Surface pro

**ERP-comments.pdf**1345K

views on the ERP Pilot Scheme in Central and its adjacent areas

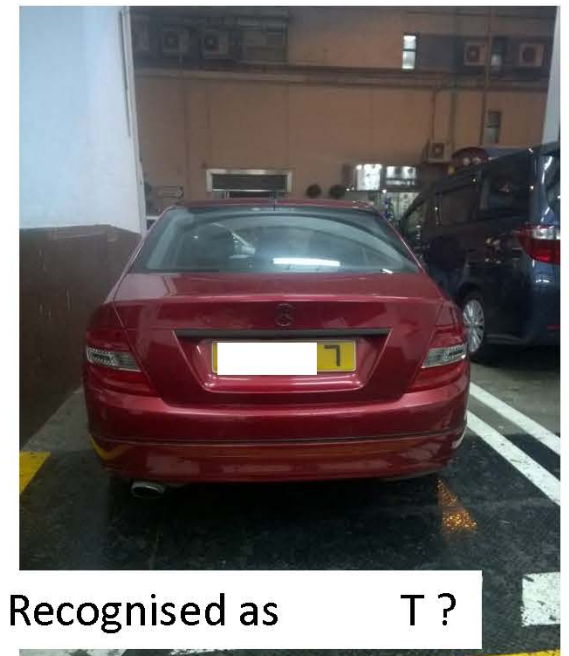
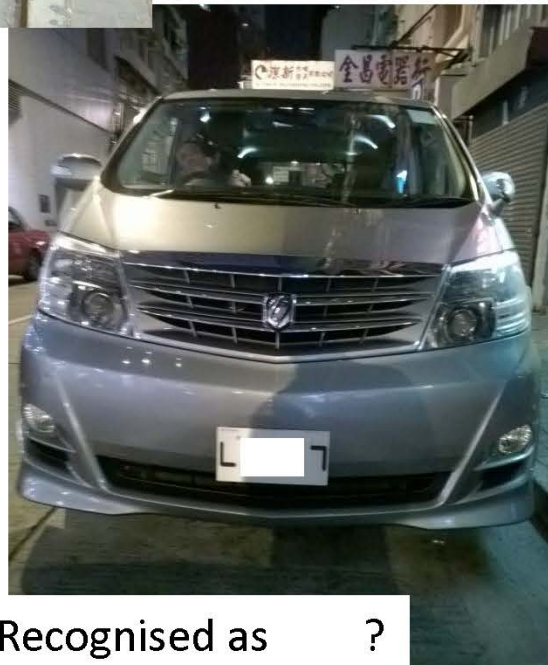
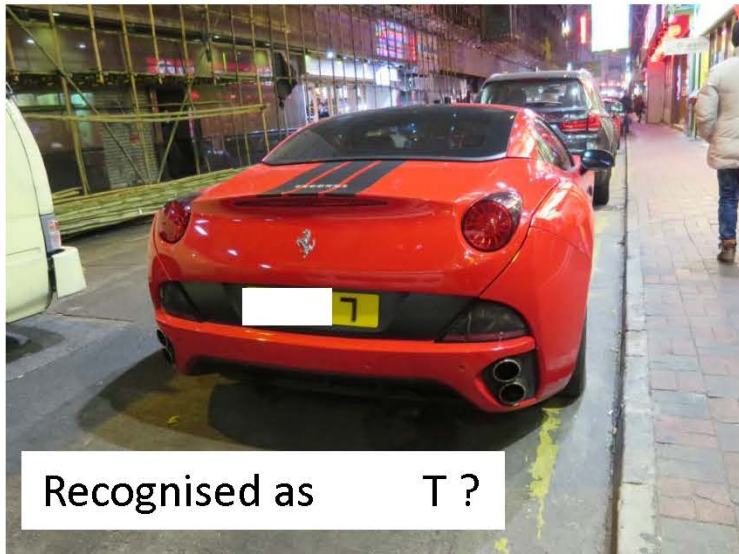
Examples of the wide-spread use of illegal/non-standard PVRM and TVRM displays that could confuse the correct functioning of electronic optical automatic number plate recognition systems

Prepared by Cheung Shu Sang

16.12.2015



Examples of using illegitimate numeral/letter



Examples of possible confusion to number plate recognition system



Examples of possible confusion to number plate recognition system



Unrecognised due to non-standard font
(true TVRM is 7)



Unrecognised due to tight spacing
(true PVRM is)



Unrecognised due to cartoon badges
(true TVRM is)



Recognised as TOYOTA ? (true PVRM is 1)

Examples of identity forgery



Recognised as ? (true PVRM is 1 1)



Recognised as S ? (true PVRM is 5)



Recognised as 5 ? (true PVRM is S)



Recognised as 8 ? (true PVRM is B)



Examples of identity forgery



Recognised as 0 ? (true PVRM is 6)



Recognised as LL ? (true TVRM is 11)



Unrecognised as plate is mounted almost horizontal (true TVRM is)

E00012

HK ERP <info@erphk.hk>

1 message

鄧俊熙 < >
To: info@erphk.hk

16 December 2015 at 21:24

過往有沒有曾經試驗電子道路收費計劃？

My opinion

1 message

Ivan Hui <
To: info@erphk.hk

>

20 December 2015 at 22:14

電子道路收費不是對正下藥，錯！中環塞車主要原因，老闆請個司機停路邊重平過每日泊停車場。d車停路邊等人收工，警察趕轉頭又停。就算比路費一百幾十，好多人黎講根本不成問題，如果唔係西隧唔會有車過！最有效率方法，學英國同大陸，裝道路視像監控，講明停車超過一分鐘或阻塞道路可以用片段發出告票，不滿意可到局有關部門自己查看片段。新政策對所有車輛有效，保證可解決問題。講私隱問題就多餘，只有身有屎果d先反對。

建議電子道路收費意見

1 message

HO HO < >

21 December 2015 at 10:34

To: info <info@erphk.hk>

本人Raymond Wu,是一名傷殘人仕，現就電子道路收費，建議豁免傷殘人仕駕駛車輛去中環，豁免電子道路收費費用，本人聯絡電話：

請問如果住係中上環半山,日日要出車都要經過收費道路,是不是不公平?

1 message

妖先生 < >
To: tellme < >

22 December 2015 at 11:30

是不是欺負半山人?

香港車輛一方面你們政府大量引入大陸車可以進入香港,只要深圳**5%**車輛入到香港,已經做成空氣污染及周邊地方塞車,

而一方面想減少塞車又要香港人出錢是不是不公平?而香港停車場在旺區收費過高,令到車輛寧願泊在街道,也不進車場

解決方法是停止大陸車入香港,如果要入,就每一次收費**1500元**行政費,而且非法泊車,不是收香港**320元**,是**1000元**以上,

因為本人看見大量大陸車在香港非法泊車,令道路塞車,可以打擊大陸司機自律,

而增加旺區停車場,令到大量非法停車減少同時車場收費一定要合理,

外國地方大,道路收費當然可以,但在香港一定可能,因為中環同上環,只是十分鐘路,如中環收費,大量車只會停泊在上環,沒有改善,

中區電子道路收費先導計劃2 messages

<

>

22 December 2015 at 18:01

To: info@erphk.hk

My comments as follows and 要求把身分保密收費區

問1 你對於如何劃設「中區電子道路收費先導計劃」的收費區界線有何意見？原因為何？ >> **should be implemented ASAP instead of keep on waiting ... Central definitely the top priority.**

問2 你認為鄰近中環的其他地區，如金鐘或上環的部分地方，是否應納入「中區電子道路收費先導計劃」內？如同意，應包括哪些地區？ >> **金鐘MTR至上環MTR站左右**

收費機制

問3 你認為「中區電子道路收費先導計劃」應採用區域為本收費機制，還是周界為本收費機制？原因為何？ >> **Does not matter on which is the better one but must avoid those paid vehicles staying inside the said area unnecessarily ... either illegal parking or keep circling**

收費時段

問4 你是否認同「中區電子道路收費先導計劃」須在收費區交通流量高的時段內收費？ >> **Yes**

問5 你是否認同「中區電子道路收費先導計劃」不須在星期日和公眾假期收費？你對於收費時段有何其他意見？ >> **Always charge to avoid unnecessary arguments. Though a different tariff may apply on less busy days**

收費水平

問6 你認為「中區電子道路收費先導計劃」應採用哪一個收費模式– 對所有車輛劃一收費、根據車輛大小收取不同費用(即較大型的車輛需繳付較

高的費用)或根據車輛的載客量收取不同費用(即載客量較高的車輛可付較低的費用)? >> If we are going to waive the charge to bus, public van and taxi etc... there is no need to charge differently for vehicle of different passenger capacity. Keep it simple, one charge for all

問7 你認為電子道路收費應定於哪一個水平[(甲)假如是按日收費;或(乙)假如是按每次駛經收費(即每次經過收費點均收費一次)], 才能令駕駛者改變其駕駛行為? >>按日收費 make no sense to avoid the traffic congestion, 每次經過收費點均收費一次 is much fair

豁免及優惠

問8 除緊急車輛外，你是否支持「中區電子道路收費先導計劃」向其他類型的車輛提供豁免／優惠？如果同意，哪些類型的車輛應獲豁免／優惠？原因為何？ >> 應豁免Bus, public light bus and taxi, tourist bus as they are more space efficient user of road

科技

問9 短距離微波通訊科技需要每部車輛在進入收費區前安裝車內裝置以繳付電子道路收費；而自動車牌識別科技則需要在車輛每次駛進／駛離收費區或在收費區內道路行駛時拍攝其車牌。整體而言，你認為「中區電子道路收費先導計劃」應較適合採用短距離微波通訊科技，還是自動車牌識別科技? >>自動車牌識別should be more simple for both pilot testing and subsequent large scale implementation.

對私隱的關注

問10 你對「中區電子道路收費先導計劃」的私隱保護有關注嗎？你的關注是甚麼?你認為這些關注應如何解決? >> In an era with video camera everywhere, daily use of Autotoll/Octopus/Bluetooth/GPS/all sort of location APP... no need to worry about 私隱保護

成效

問11 你認為在評估「中區電子道路收費先導計劃」的成效時，應該採用甚麼指標? >> 1.Average speed of vehicle during busy hour and 2.Maximum number of vehicles inside the charging area simultaneously

問12 你是否同意「中區電子道路收費先導計劃」的收費水平需要定期檢

討，並在有需要時作出調整，以維持其成效？ >> Totally agreed. Going into Central should pay at least \$20 (or say \$10 per charging point depend on routing layout)

配套措施

問13 你對「中區電子道路收費先導計劃」所需的配套措施有何建議？ >> Money from 電子道路收費 should be used to employ more execution staff to stop illegal parking at Central.

電子道路收費意見

2 messages

Lau Kenneth < >
To: "info@erphk.hk" <info@erphk.hk>

23 December 2015 at 12:39

收費技術意見:

車牌位置有高有低未必 detect 到，加埋 autotoll 用就 very good，因為唔想再裝多一舊野。

豁免和優惠意見:

豁免和優惠就 noway 喇，任何車入得條路就佔用左道路，所以所有車包括政府車，警車，救護車，小巴同巴士都要比錢，越大部就越收得多D。

問題:

例如老細車，過D入左收費區後係條路等老細唔耐又點處理？

電子道路所收取的費用又會否用返係道路到？例如會否用所收取的費用去提升修路次數同加快修路速道的技術？而家啲馬路東一忽西一忽，行過好"鄧"。

個人意見:

最後我係反對電子道路收費，因為而家個政府太廢做嘢都唔掂，加上我地D車主又年年比牌費而家又加多樣收費，咁就緊係反對！

Electronic Road Pricing

2 messages

Monis Beraha < >

23 December 2015 at 14:53

To: info@erphk.hk

Dear Sirs,

I have read with interest your ERP scheme which is supposed to alleviate road traffic congestion mostly in central and adjacent areas. I would like to make the following comments:

1.- Have you identified the reasons for such congestion? It seems only with a basic reason:

The growth of vehicle fleet.

This is a very simplistic excuse.

2.- What are the real culprits:

2.-1 Most important culprit: Illegal parking and waiting on busy streets and police inaction

Is there a special reason why the Government does not fine on the spot delinquents? This would pay for the extra manpower required and alleviate the situation without having to implement an expensive ERP system.

2.-2 Delivery trucks stopping or parking on double line areas during peak times, thus reducing traffic flow.

Again this could be prevented by enforcing the law with immediate fine. The transport department could study time slots allowing delivery truck to stop for limited time for delivery, possibly before 8am and after 8pm

2.-3 Bus companies should better plan their routes and frequencies as they are blocking the traffic at peak hours.

2.-4 Bus driver behaviour. Indeed they frequently occupy 1.5 line when stopping at bus stop for long time, specially at peak time when many busses are following each other e.g. Queen's road! This prevents cars from second line to move on.

2.-5 Buses and cars stopped at cross roads with yellow marking. Once again there is no law enforcement for cars or buses stopped on the yellow area!

2.-6 The traffic department could consider investing on a system to automatically adjust green lights to improve the flow of cars. In Switzerland they have areas which are called "Green flow" indicating the speed at which a car would travel through green lights all the way.

2.-7 Allow parking in secondary single way streets which are not much used. You could even install 2 hour meters and get income. In this way chauffeur driven cars do not have to circle at peak time or other.

2.-8 Shift control parking officers to busy location instead of placing fines to cars parked in seldom used streets. Have them at Princess building, Ice house street, Queens Road, Windham street.....

3.- Is ERP really effective in Hong Kong.

Hong Kong is a small Island, not like London. ERP is an easy solution on the surface, it will only shift the problem to other areas and collect taxpayers money for the extra equipment and manpower involved, creating inconvenience for road users instead of improving supervision of police officers in charge of enforcing the law.

I could continue with many more reasons. You can see that the main reason is the lack of law enforcement. if the people in charge of improving the traffic could remove the obstructions, the flow would be re-established and you will not need ERP. Is there any explanation why the department would let cars to wait in second or even third line at Princess Bldg and other places without giving a very serious fine???? I can

guarantee that if you have an officer there daily with instruction to fine without warning you will get results. After two weeks, he would come back only once or twice a week at random. Another possibility: PLACE A CAMERA, Instead of speed check camera, you can have an illegal parking camera and send the fine automatically like speeding offenses.

Hope the above is constructive and will prevent you from getting involved in ERP which will force you to start with central and then expand to Western district, CausewayBay because you are not curing the situation, only shifting the problem to other areas. Later it will be Sai Ying Poon ... It would also help to build more parkings.

Best,

Monis Beraha

中環及其鄰近地區推行電子道路收費先導計劃意見

2 messages

CH Kwan <
To: info@erphk.hk

>

25 December 2015 at 22:42

Name: Kwan Chung Hin

收費區

問1 你對於如何劃設「中區電子道路收費先導計劃」的收費區界線有何意見？原因為何？
我贊同劃設「中區電子道路收費」，但在未有中環灣仔繞道之前，不應該實行計劃。

問2 你認為鄰近中環的其他地區，如金鐘或上環的部分地方，是否應納入「中區電子道路收費先導計劃」內？
如同意，應包括哪些地區？
我認為先導計劃暫時應該只包括中環金鐘及上環，若計劃成功就應該擴展到灣仔及銅鑼灣。

收費機制

問3 你認為「中區電子道路收費先導計劃」應採用區域為本收費機制，還是周界為本收費機制？原因為何？
我認為應採用周界為本收費機制。因為可以合理地按路段不同的高峰而設定不同的收費，而區域為本收費機制會比較易導致車輛停留在中環，對於停車場短缺的中環並非好事。

收費時段

問4 你是否認同「中區電子道路收費先導計劃」須在收費區交通流量高的時段內收費？
認同

問5 你是否認同「中區電子道路收費先導計劃」不須在星期日和公眾假期收費？你對於收費時段有何其他意見？
認同，應該設定為星期一至五上午7時至晚上8時，星期六上午7時至下午5時

收費水平

問6 你認為「中區電子道路收費先導計劃」應採用哪一個收費模式 – 對所有車輛劃一收費、根據車輛大小收取不同費用(即較大型的車輛需繳付較高的費用)或根據車輛的載客量收取不同費用(即載客量較高的車輛可付較低的費用)？
我認為應該跟車輛牌照制度一樣的方式劃分，根據車輛的排氣量作出不同收費

問7 你認為電子道路收費應定於哪一個水平[(甲)假如是按日收費;或(乙)假如是按每次駛經收費(即每次經過收費點均收費一次)]，才能令駕駛者改變其駕駛行為？
我認為應是按每次駛經收費是最為合理

豁免及優惠

問8 除緊急車輛外，你是否支持「中區電子道路收費先導計劃」向其他類型的車輛提供豁免／優惠？如果同意，哪些類型的車輛應獲豁免／優惠？原因為何？

科技

同意要有車輛提供豁免／優惠，巴士及小巴可以豁免，的士可以獲得半價優惠。因為電子道路收費是減少不必要車輛進入，而巴士及小巴作為公共交通工具，理應獲得豁免。但的士並非集體運輸工具，若果完全豁免，好大機會原有的私家車主改為使用的士進入中環，電子道路收費計劃會大大減少效果。

問9 短距離微波通訊科技需要每部車輛在進入收費區前安裝車內裝置以繳付電子道路收費；而自動車牌識別科技則需要在車輛每次駛進／駛離收費區或在收費區內道路行駛時拍攝其車牌。整體而言，你認為「中區電子道路收費先導計劃」應較適合採用短距離微波通訊科技，還是自動車牌識別科技？
我認為應採用短距離微波通訊科技，強制全港車主安裝車內裝置(需要與隧道自動繳費採用一樣技術)以繳付電子道路收費。因為可以籍推行此計劃，強制全港車主安裝，並改善全港隧道通行的效率。但需要免除現有隧道自動繳費的每月行政費

對私隱的關注

問10 你對「中區電子道路收費先導計劃」的私隱保護有關注嗎？你的關注是甚麼？你認為這些關注應如何解決？

有關注

成效

問11 你認為在評估「中區電子道路收費先導計劃」的成效時，應該採用甚麼指標？

評估「中區電子道路收費先導計劃」的成效，應該參考車輛流量數據，有否改善塞車情況及有否影響區內商業運作，如食肆，商店的銷售

問12 你是否同意「中區電子道路收費先導計劃」的收費水平需要定期檢討，並在有需要時作出調整，以維持其成效？

配套措施

需要定期檢討，以車流量的改變、通脹通縮、工資入息中位數的改變而調整收費水平

問13 你對「中區電子道路收費先導計劃」所需的配套措施有何建議？

我認為政府應該有網站及手機程式規劃路線，讓駕駛人士清楚知道進入收費區的總開支

Electronic Road Pricing

4 messages

Monis Beraha < >

23 December 2015 at 14:53

To: info@erphk.hk

Dear Sirs,

I have read with interest your ERP scheme which is supposed to alleviate road traffic congestion mostly in central and adjacent areas. I would like to make the following comments:

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Best,

Monis Beraha

Monis Beraha <
To: HK ERP <info@erphk.hk>
Cc:

>

29 December 2015 at 16:05

Dear Sir,

Thank you for your response.

I would like to bring to your attention that the traffic flow could be greatly improved in central by bringing to Central wardens checking meters in Sheung Wan and other meter locations. Indeed meters are usually placed in not so busy streets and therefore delinquents are not really contributing to interrupting the traffic flow. Those wardens could issue tickets to real culprits. Mostly on Queen's road, Wyndham street, Ice House street and Chater Rd. PRINCE'S BLDG.

The transport department was successful in clearing Pedder street several years ago. Why can't they do the same for the nearby area? just try to park in Pedder street for 10 mn and stay waiting in second and third lane!

I still cannot understand that at the bottom of Wyndham Street where there is a panel warning that vehicles parked there would be prosecuted without warning NOTHING IS DONE while EVERY DAY, EVERY HOUR there are approximately 8 vehicles parked there. Every morning you have a van occupying two spaces for hours for their delivery! As a result the flow of cars is divided by two! If you had some wardens walking there every 30 mn just calculate how much money the department would get every day till people stop parking. I am certain that it would pay for 10 wardens.

I appreciate that you find my views valuable and will check in the following weeks how valuable they are.

Kind regards and Happy New Year,

Monis Beraha

[Quoted text hidden]

ELECTRONIC ROAD PRICING PILOT SCHEME - PUBLIC ENGAGEMENT

2 messages

Andrew Kinloch at Logie Group Limited <
To: info@erphk.hk

>

30 December 2015 at 13:58

Dear Sirs

Please refer my comments attached.

Best regards

Andrew Kinloch

Logie Group Limited

Specialist advice on infrastructure finance in Asia

Hong Kong

Emails:

Profile:

Tel:

Skype:



Kinloch re HK ERP 30 Dec 15.docx

66K

30 December 2015 at 15:19

MEMO

TO **Transport & Housing Bureau**

FROM **Andrew Kinloch**
 Logie Group Limited

RE **ELECTRONIC ROAD PRICING – PUBLIC ENGAGEMENT**

DATE **30 December 2015**

INTRODUCTION

I act as an expert on infrastructure finance in Asia. I have lived in HK since 1998 and previously in 1982 – 4. For more on me, please visit

COMMENTARY

Conceptually, ERP makes sense – it has worked in London and Singapore (I don't know Gothenburg), indeed I studied it at the University of Bristol in the 1970s in conjunction with the UK Government's School of Urban Studies.

Of the options which you present, a cordon with DSRC technology is clearly the best. However, the impact of ERP in HK could be much less than elsewhere unless it is coordinated with other measures in the Public Transport Strategy Study (which I have not seen). More interesting than commenting on ERP as a stand - alone topic is discussing the complementary measures that should accompany it.

Incentive to change behaviour

I assume that the objective of ERP would be to 1) reduce door – to – door travel time for all travelers in the affected area 2) improve street – side air quality.

In the 2001 feasibility study (FS), the proportion of traffic in Central represented by private vehicles was an unusually low 11%. These are owned by rich people already prepared to pay FRT and ALF plus either parking or a driver. To change their behaviour would require a much more significant charge than the \$8 – 17 (even inflation adjusted) suggested in the FS – say \$500; and still many owners would not switch, surely far fewer than the 50% envisaged in the FS. Either way, the impact on overall traffic numbers would be modest.

All vehicles contribute to the congestion so all (except emergency vehicles) should pay. Minibuses and franchise buses would pass the cost onto their passengers but this would not be significant when divided between 16 or [30] passengers so the incentive would be negligible.

Trams contribute to congestion by being slower than other vehicles and requiring tram stops in the middle of the road. Nonetheless, they are cheap, well understood and contribute to the character of HK so should be retained. Like buses and minibuses, congestion charges paid by trams would be passed on to their passengers; unlike buses and minibuses, there would be no scope to change tram routes or stop them outside the cordon.

The cost to taxi passengers would be greater so would lead to some change of behaviour – amid no doubt vociferous objection from taxi drivers / owners.

Trucks could change their behaviour so as to avoid the charge if it varied by time of day. More radically, perhaps make the charge negative for trucks offloading at night (i.e. pay them) as the incentive of being paid is greater than the incentive of avoiding a charge. This part of the scheme could still be revenue neutral. On the other hand, trucks' behaviour could be changed via legislation (see below).

The charging levels need to vary depending on when the congestion occurs – in Central, this is early morning and late afternoon rush hours and lunchtime but maybe not mid-morning or mid-afternoon. In nightlife areas such as SoHo, the rush hour is completely different i.e. early evening to midnight.

In order to change behaviour, charges need to be understood, large enough to make an impact (see above) - and known. For example, drivers paying for the cross – harbour tunnels with Autotoll are currently not told at the time how much they are paying so cannot be influenced by information which they do not have.

On its own, ERP may therefore have only modest impact.

Alternative ways to cut traffic numbers

The Government therefore needs to combine ERP with more interventionist measures.

It should revisit the one – way system as many vehicles in Central do not want to be there in the first place - e.g. driving from Western to SoHo requires a huge loop through Central; and one vehicle unloading in Elgin Street can bring Hollywood Rd or Lyndhurst Terrace to a complete halt.

Revisit some franchise bus and minibus routes to stop short of Central where passengers may interchange to the MTR / ferries / walk - so long as such interchanges are efficient, otherwise passengers may prefer to have stayed on the bus / minibus even with a bit of congestion.

Loading / unloading should be permitted only in off peak hours (see above). Drivers who loiter need to be moved on.

How to cut peak demand

Encourage people to not travel in the first place. Can the Government lead the way by promoting flexitime or decentralising departments away from Central?

Encourage taxi sharing via cooperation at individual building management level, phone apps, etc.

Encourage people to walk. Some examples:

- Require / encourage / allow premises on e.g. Wellington St to build awnings out over the pavement.
- Perhaps another escalator system.
- Expand the charismatic ferry network (think of Sydney), not just cross – harbour but e.g. along the north shore of HK island in parallel with the MTR's Island line. These ferries could also be subsidised so as encourage people away from the MTR.
- Pedestrianise not just Des Voeux Rd but also areas such as SoHo.

An alternative method of discouraging private vehicles entering Central is to tax parking spaces. This avoids the cost of ERP but ignores the time of travel, does not influence drivers / spouses dropping people off who do not need to park and may be politically unpopular.

Promoting cycling as a means of commuting to work in Central is not practicable given the space constraints, climate and limited supply of shower facilities once people arrive at the office. The 23 km HarbourLoop route which has recently been proposed would therefore be mainly for recreational purposes but a cable car capable of carrying bikes and a bridge across the harbour sound incredibly expensive.

Park & Ride would require building new car parks in space on the edge of the cordon which is not likely to be available so is impracticable too.

Logistical considerations

Some passengers will want to get out of taxis just before they get to the cordon. Space will need to be provided for taxis to turn around at that point.

Implementation would depend on when the Central – WanChai bypass opened – but when is this now expected?

Use of revenue raised

The Government should not be shy about the fact that ERP ought to make a profit. At the same time as introducing ERP, therefore, it should explain what it intends to do with the money – invest more for pedestrians and in the MTR, for example, which would become even more congested than it is at the moment if passengers switched away from road transport in response to ERP.

OTHER APPENDIX 4 QUESTIONS

Charging area

Central / Wanchai / Causeway Bay sounds right but is there a more detailed map of the proposed cordon than the one in the FS?

The cordon would be a very different shape to London or Singapore in that there are only a handful of entry points from the west or from the east. Most of Mid – Levels would need to be included so that they were not used as a by-pass around the cordon.

Charging mechanism

A cordon based mechanism is better because it could have a much more direct impact on behaviour.

Charging period

Charges should apply only when there is congestion, typically business hours Monday to Saturday.

Charging levels

Different vehicles contribute differently to congestion so should be charged differently. The charge needs to be sufficiently expensive to induce changes in behaviour, i.e. much higher than contemplated in the FS.

Exemption / concession

Emergency vehicles only.

Technology

DSRC is much superior because it can be used elsewhere, e.g. with intelligent parking meters. However, it would be helpful to know how much an IVU would cost.

Privacy

No concerns.

Effectiveness

Evaluate 1) door – to – door travel times for all travelers 2) street – side air quality.

Obviously, review charging levels regularly.

Complementary measures

As discussed above, an ERP scheme on its own will have limited impact. The Government therefore needs to look at a whole range of complementary measures, including:

- Revisit the one-way traffic system
- Revisit franchise bus and minibuss routes
- Encourage flexitime for Government personnel and decentralise away from Central
- Encourage taxi sharing
- Boost provision of ferry services
- Encourage people to walk.

CONCLUSION

I may submit further thoughts before March, particularly if I can read the Public Transport Strategy Study.

I would be happy to meet to explore further.

I look forward to hearing from you.

Regards

Andrew Kinloch
Logie Group Limited

ERP submission by Clear the Air

2 messages

James Middleton < > 30 December 2015 at 16:01
To: info@erphk.hk
Cc: Clear TheAir < >

info@erphk.hk

4 attachments



ERPsubmission.pdf

781K



www_parkindigo_co_uk_our_markets_local_authority_city_of_lon.pdf

152K



InductiveChgBus.pdf

8746K



CCTVParkingEnforce.pdf

431K



Transport Department
Room 3926, 39/F, Immigration Tower
7 Gloucester Road, Wan Chai, Hong Kong
E-mail: info@erphk.hk Fax: 2802 2673

30th December 2015

ERP Policy Consultation

Dear Sir,

The Fixed Penalty parking scheme inaugurated in the 1970's was designed and implemented through HK Police Traffic HQ together with the adaptation of the Transport Department computer data to the scheme. The police officers involved in the contravention scheme's design and implementation were Chief Inspector Neil Hamilton and Senior Inspector James Middleton. The initial \$30 per contravention has grown to only \$320 whereas dropping a tissue can bring a fine of \$1500. The first Pol 525 issued in Hong Kong was to a Mercedes parked illegally outside the Hong Kong Club in Central (by this writer). It seems little has changed some 40 odd years later due to the lack of political will by the Government and the unelected stooges representing transport sectors and vested interests in Legco.

Our online reply to SCMP 21st December 2015 article is shown immediately below:

The Fixed Penalty scheme removed the criminality of parking to become a contravention of civil law. The car owner is liable, not the driver. As in parts of London CCTV should be used to discourage double parking and illicit parking. The only legal on-road parking is in designated parking spaces. One operator in a control room could electronically issue 50 tickets in the time it currently takes a traffic warden to issue one, in between timing vehicles for 3 minutes for engine idling, only to see the driver drive off at ten seconds short of 3 minutes.

The CCTV option can be introduced all over Hong Kong; places like Yuen Long are a nightmare because of illegal and double parking whereas in Saikung local triads Octopus feed (or not) the meters for restaurant patrons, for a look-out fee. The law should be amended to prevent meter re-feeding and to prevent medium goods vehicles using on street metered parking spaces intended for private cars.

Big Stick – suspension of vehicle licence for repeat abusers

The second amendment to the current system should be the removal of the vehicle licence if the vehicle owner is issued with more than a certain amount of parking tickets per month. This will get the owners' attention and obedient compliance, far more than any financial penalty.

A businessman or tycoon meeting a customer at the Mandarin for a \$30m deal is hardly worried about a few parking tickets or a congestion charge, but losing his vehicle for a month at a time would get their attention. The congestion is caused by illegal double parking blocking already congested small roads and illegal parking in areas allocated for dropping down passengers, plus circling chauffeurs exacerbating the traffic congestion for the convenience of the vehicle owners at the detriment of traffic flow. Vehicle road licence suspension for repeat abusers who collect more than a certain number of contraventions per month would solve the problem, without having a congestion ERP charge, and allow the police to get back to preventing crime.

Email

Indeed the whole system should be contracted out to a private contractor (as in London - Indigo) as are other Govt services here, like HK ID card processing.

The advantages of this contracting are that the efficiency of ticketing using a CCTV control centre operation would benefit both the Government, the parking problem and the private contractor whilst freeing police manpower to more important matters (crime prevention and detection) freeing traffic wardens to police other areas. This system could be extended to areas beyond the initial Central test zone to force compliance elsewhere and make Hong Kong a true E-City.

Many traffic highway etc surveillance cameras already exist as do Gatso Speed radar cameras, so privacy should not be a viable complaint that can be raised – indeed there will be a benefit to crime prevention when thugs know an area is under active surveillance, wanted vehicles can be flagged by the number plate recognition system, taxis can still go about their business and the main offenders, private limousines and 7 seaters will be targeted and removed by the **Big Stick** option. Years back the taxi companies used to cheat by having three vehicles in operation – one in HKG, Kowloon and NT each at the same time using the same registration number, so the number plate recognition scheme has further benefits.

Consideration needs to be given for roadworks to take place overnight, delivery points for couriers, and goods vehicles should be allowed only at certain times.

WARNING – PASSENGER ALIGHTING ONLY
THIS AREA IS A NO PARKING ZONE UNDER 24/7 CCTV SURVEILLANCE
REMOTE ELECTRONIC TICKETING ENFORCEMENT AREA
REPEAT ABUSE WILL RESULT IN VEHICLE LICENCE SUSPENSION

Problem areas can be signposted as an immediate deterrent to show the area is under CCTV surveillance control and that offenders WILL be ticketed electronically for every 5 minutes of illegal parking, with vehicle licence suspension for 1 month if the vehicle receives more than 10-15 (tba) contravention notices per month, and, with vehicle licence cancellation on a 4-strikes-and-you-are-out system for repeat abusers. Law abiding vehicle owners need not fear these measures. They use car parks.

Without double parking and illegal parking the traffic flow will be far more efficient. This option will also be more acceptable than ERP to the vested moaners and groaners in Legco and those representing the vested interests of the transport industry and tygoons. The monied billionaire people who frequent Central business area would not care whatever the congestion charge is per minute, per hour or per day, in return for the convenience of stepping out of the Mandarin or their office building and into their nicely air-conditioned vehicle. If the vehicle was off the road for a month with a suspended licence, then their behaviour would change and traffic would flow freely. Specific drop off areas have to be created with wardens enforcing no stopping in double yellow lined areas.

Indeed the tygoons would welcome ERP as it would keep the plebs out of Central and enhance their comfort even more.

If the ERP scheme does proceed then In-vehicle RFID tags similar to the E-toll tags are the way forward. If a vehicle without a tag enters the gated area like Singapore, the number plate recognition scheme can tag it and issue a contravention notice, again from the CCTV Control centre.

A police liaison officer per shift could be seconded to the control centre to oversee operations and authorise repeat issue of tickets to abusing contraveners or to take action if a wanted vehicle or crime is spotted.

South China Morning Post 南華早報

Hong Kong's new tax on cars in Central: Will people pay to drive through the city?

PUBLISHED : Saturday, 12 December, 2015, 12:00am

UPDATED : Tuesday, 15 December, 2015, 5:20pm

News>Hong Kong>Health & Environment

TRANSPORT

Danny Lee and Tony Cheung

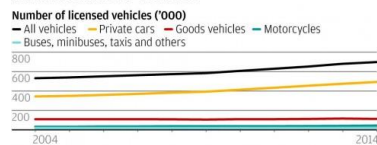
While environmentalists have welcomed a plan to make drivers pay to enter Central, critics doubt it will solve the city's congestion problem. The government faces an uphill battle to convince a mounting number of opponents to back a road congestion charge after receiving a hostile reception following the launch of a consultation to make motorists pay to drive.

While environmentalists hailed it as killing "two birds with one stone", predicting a drop in congestion and pollution, there is a clear divide between road users, motoring representatives, business leaders and lawmakers.

[READ MORE: Government says fee for driving in Central is finally coming \[1\]](#)

"Many people won't like this charge because they are already paying taxes for the roads," said Marshalyn Abay, 41, who has noticed her commute time from Sai Kung to Central getting longer since first making the trip in 1998. "I can feel the difference, and how bad the traffic gets now." A trip that used to take her around 30 minutes, now takes up to an hour and a half. The government's preferred electronic road pricing (ERP) option is a flexible system, like that used in Singapore, based on "user pays" and depending on the time of day, location and travel direction. London adopted a flat fee for all vehicles.

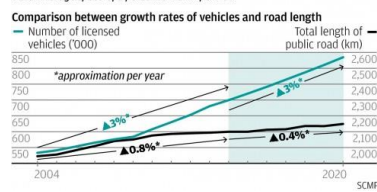
An abundance of vehicles



Car journey speed during morning peak on weekdays (km/hour)

	2009	2010	2011	2012	2013
Hillier Street (from Wing Lok Street to Connaught Road Central)	7.2	5.7	7.8	7.3	5.4
Chater Road (from Pedder Street to Murray Road)	9.2	10.3	8.3	9.3	10.2
Des Voeux Road Central (westbound) (from Jubilee Street to Wing Wo Street)	18.1	17.1	14	17.6	14

Note: Average speed of a person is 4.5km per hour



[2]

Irons Sze Wing-wai, an honorary president of the Chinese Manufacturers' Association, warned that ERP would increase the business costs of small and medium enterprises, but acknowledged potential savings from higher productivity. "If it can really solve Hong Kong's traffic problem, we don't mind more cost because our cars will travel faster. I'm just worried that it cannot

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solve the problem, because cars will enter Central anyway if they need to," he said. Legco's transport panel chairman, Michael Tien Puk-sun, said ERP was vital to tackle traffic woes. Tien also proposed an alternative based on time spent in a charge zone. **"It is private cars that we are trying to limit,** and it won't affect the business sector. Taxi drivers can ask for an exemption; so can truck drivers, who can also avoid entering the zone when the charge applies," he said. Opponents are urging the government to delay implementation until the Central-Wan Chai bypass opens and the MTR expansion is completed. Transport sector lawmaker Frankie Yick Chi-ming said: "When the Central-Wan Chai bypass is ready for use, the whole traffic situation in Central might change so we have to wait and see what the traffic looks like."

A representative of taxi drivers, To Sun-tong of the Motor Transport Workers General Union, called for cabbies to be exempt from the charge and warned it would turn Central into a "zone for the privileged" who don't mind paying extra money. Polytechnic University transport expert Dr Hung Wing-tat said while it was simpler to charge vehicles at a daily rate, it would be more effective to charge every time they entered the zone. Automobile Association president Wesley Wan Wai-hei dismissed concerns about traffic in Central. "Statistics do show the travelling speed is going down, that's a fact, but I still think the traffic congestion is bearable. Most modern cities in the world must have traffic congestion." Kwong Sum-yin, chief executive of the Clean Air Network, said: "We all know the congestion problem in Hong Kong is serious. We think there should be some kind of policy to make driving more inconvenient. "We're concerned that congestion is aggravating air pollution. It is killing two birds with one stone if we can solve that."

[Raise the tax on petrol to help clean up Hong Kong's air](#) [3]

[Transport Bureau's responsibility is to curb growth in car numbers: Loh](#) [4]

[Hong Kong urged to impose stiffer fees to unclog roads](#) [5]

<http://www.scmp.com/news/hong-kong/health-environment/article/1890119/rocky-road-ahead-hong-kong-looks-start-charging>

Links

[1] <http://www.scmp.com/news/hong-kong/economy/article/1890135/government-says-fee-driving-central-finally-coming#comment-270550>

[2] <https://www.scmp.com/sites/default/files/2015/12/11/39367f54071b24106eb40ece5a0963b1.jpg>

[3] <http://www.scmp.com/comment/insight-opinion/article/1852688/raise-tax-petrol-help-clean-hong-kongs-air>

[4] <http://www.scmp.com/news/hong-kong/health-environment/article/1801871/transport-bureaus-responsibility-curb-growth-car>

[5] <http://www.scmp.com/news/hong-kong/article/1671586/hong-kong-urged-impose-stiffer-fees-unclog-roads>

South China Morning Post 南華早報

Hong Kong's perennial traffic jams can and should be cleared

PUBLISHED : Monday, **21 December, 2015**, 1:00am UPDATED : Monday, 21 December, 2015, 1:26am

Comment › Insight & Opinion

SCMP Editorial

We can either continue to get stuck behind the wheel and resign ourselves to the belief that nothing can and should be done, or we can try out what we believe is right but have lacked the will to do

Traffic congestion in Hong Kong has become so serious that passengers may soon be better off walking. During peak hours, the average vehicle speed in some major roads is as slow as 10km per hour, not much faster than going on foot. Solutions have been thoroughly debated over the past few decades but regrettably little progress has been made. The need for urgent policy intervention is obvious. Launching a three-month public consultation on the controversial electronic road pricing scheme, along with heftier fines for congestion-related traffic offences, Secretary for Transport and Housing Anthony Cheung Bing-leung



rightly said that the question was no longer whether or not we should do something; but how to turn the answers into reality. The minister is to be commended for his courage and determination to push ahead with what has been long overdue.

The merits of a levy for driving into heavily congested districts have been well recognised around the world. In the case of London and Singapore, traffic volume in the toll zones fell by 16 per cent while speeds improved by some 26 per cent. Hongkongers could have benefited similarly decades ago had policymakers at the time been more resolute in tackling the problem. The charging scheme was first tabled as early as the 80s, but was never adopted because of privacy concerns and other technical difficulties. These may have been valid obstacles in the past, but with better safeguards and technology nowadays, there is no further excuse to dodge the levy.

Equally important is the punishment for congestion-related offences. It is absurd that the fine for illegal parking has remained unchanged at HK\$320 for more than two decades. The proposed 50 per cent rise to HK\$480 is only tied to inflation. With more than one million tickets issued each year, the fine is no deterrent. It is disappointing that some transport traders still resist the adjustment and blame the government for insufficient parking spaces instead. The truth is that the number of vehicles has surged by 30 per cent to about 700,000 during the period. While more parking spaces are needed, the penalty should be strong enough to make drivers think twice before leaving their vehicles anywhere they want. Heftier fines should be considered if the new ones, to be enforced by 2017, fail to improve the situation. Our choice is clear. We can either continue to get stuck behind the wheel and resign ourselves to the belief that nothing can and should be done, or we can try out what we believe is right but have lacked the will to do. More on this:

[Beating Hong Kong's traffic jams: university tests new route planner for drivers](http://www.scmp.com/comment/insight-opinion/article/1893600/hong-kongs-perennial-traffic-jams-can-and-should-be-cleared) [1]

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Links

[1] <http://www.scmp.com/news/hong-kong/health-environment/article/1888768/ beating-hong-kongs-traffic-jams-university-tests>

Red Zone Areas

The police already has a working number plate recognition system. Certain Red Zone roads could be designated for entry only once during a set period of time to counter chauffeurs circling the area waiting for the call to pick up their bosses - this Red Zone offence could be added to the moving offences scheme list with penalty points against drivers with no exemptions, so couriers and Watsons water, Park n Shop deliveries etc, can use bikes like New York and London or deliver after 1830 hrs. The Govt has to date no political will to tackle the problem. Their own chauffeured vehicles take them to dinners at Central hotels no matter what happens so this needs to be prevented and the offending bigwig passenger punished.

Clean Air Zones

In our opinion the best form of carbon free transportation would be hydrogen powered buses. This of course would require an hydrogen refueling network. The only emissions are - water. The previous HK Govt poo-pooed the use of such and even forbade a test vehicle entry to the Lion Rock tunnel.

What should happen: - New buses entering Hong Kong should be Hybrids. They will have a Euro 6 small engine that is used only to charge the bus power train batteries. The engine does not run when the bus stops at bus stops. This will allow the buses to run aircons and have enough power for Hong Kong's hilly terrain. They do not need recharging downtime and the Wrightbus London bus double deck hybrids would suit Hong Kong terrain. Since Edward Yau took a Greenwash junket trip to Europe and UK and rode the London hybrid Wrightbus perhaps he jotted down some notes on it before travelling on to the whiskey distillery?

Clean Air Zones must be mandated on Nathan Rd, Central main thoroughfares and likewise in Causeway Bay.

All diesel buses now travelling around for 4/5ths of the day as moving advertising billboards, nose to tail on the same culminating unrationalised routes should instead terminate at termini outside these congestion areas, where passengers will transfer to electric hybrid bus shuttles that will run on these current high pollution congested routes at no extra charge if an Octopus card is used on the initial journey.

Email



<http://www.scmp.com/news/hong-kong/health-environment/article/1895082/hong-kongs-first-green-bus-hits-road-government>

These shuttles should not be BYD e-bus types that need coal generated power for recharging over 5 hours- they should be recharged inductively during operation and will have Wiegand technology transponders for charging. Each bus stop stanchion or the roadway under same will have inductive power transmitters, so when the buses are at bus stops their batteries are recharging - the transponders can either be in the road or set into the bus shelter uprights. See relevant attachments.

The current BYD e-bus test vehicles each requires 4 ½ tonnes of polluting coal per month to generate the 60 KWH x 5 hours daily downtime recharging <https://www.eia.gov/tools/faqs/faq.cfm?id=667&t=6>

Solar panels should be built into the inductive coil bus shelter roofs to help power the transponders and reduce reliance on coal power generation. See attachments on inductively charged buses. These vehicles are an operational reality. Hong Kong does not have to spend another \$40 million to the HK Productivity Council for them to create another spontaneously combusting charred stone-age vehicle that needed plug-in charging anyway.

Only Euro4 and above vehicles should be allowed into the Clean Air Zone areas reflected by easily spotted colored road licence plates. Consideration should be given to following Shanghai and Beijing systems where large trucks are only allowed into the downtown area at night. Stores / restaurants should be restocked during the evening or at night.

Pol 525 Penalty

The penalty for illegal parking contravention should be \$1500 per ticket to reflect inflation since the 1970's to date. A CCTV surveillance system should be set up in troublesome areas and the current Pol 525 system amended to allow the issue of tickets electronically using the surveillance cameras control room contractor operatives, based on photographic snapshots with video, time and place shown as evidence and included along with the e-ticket. Vehicle owners who receive more than a certain number of tickets per month should have their vehicle licences suspended which is the **Big Stick** deterrent, and this will work.

Working Examples

<http://www.cityoflondon.gov.uk/services/transport-and-streets/parking/penalty-charge-notice/Pages/cctv-enforcement.aspx>

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- Transport and streets
- Parking
- Parking tickets

- Challenge a ticket (PCN)
- Avoiding parking tickets
- CCTV enforcement**
- Clamped and removed vehicles
- Enforcement and penalty charge notices

CCTV enforcement

CCTV cameras are principally used to enforce moving traffic contraventions but can still be used for some parking contraventions.

Note Before the 1 April 2015 CCTV cameras were used for a wider range of parking contraventions. Penalty Charge Notices (PCNs) issued for these wider parking contraventions before 1 April 2015 are still enforceable and will follow the usual recovery and appeal process.

Moving traffic contraventions include

- banned turns (e.g. no left/right turn)
- no entry
- yellow box junctions
- no entry to pedestrian zone
- illegal U-turns
- blue arrow sign (e.g. keep to the left/right)
- bus lane

CCTV PCNs will be sent by post and are supported by CCTV footage.

Viewing CCTV

Email



Some recordings of contraventions enforced by CCTV are available to view in accordance with the CCTV code of practice.

There are signs warning motorists of the use of cameras for parking enforcement at every entrance point to the City. These signs comply with the Traffic Signs Regulations and General Directions 2002.

CCTV maintenance

Calibration and maintenance records of the cameras used in CCTV enforcement are not held by the City of London Parking Ticket Office. The CCTV cameras are owned and maintained by the City of London Police. The equipment received certification from the Secretary of State in March 2009 and a copy of the authorisation is held with the Department for Transport.


Advice regarding enforcement and parking

squaremileparking.uk@parkindigo.com

020 7332 3910

Please note that our advisors are not authorised to make decisions on any challenges to Penalty Charge Notices (PCNs) over the phone.

Explore the site



City of London - Enforcement and penalty charge notices



The City of London is responsible for the enforcement of parking and moving traffic regulations in the Square Mile. Enforcement is carried out by Civil Enforcement Officers (CEOs) on street and through the use of CCTV cameras. We also use information provided by the City of London Police. If you wish to report problems with parked vehicles, please contact our enforcement team on 020 7332 3910 or by email to squaremileparking.uk@parkindigo.com

Enforcement methods Civil Enforcement Officers (CEOs)

Our contractor (Indigo) provides uniformed CEOs who carry out our parking enforcement services. Each officer has been trained to a high standard, **and they are equipped with handheld computers and cameras**. CEOs are required to issue a parking ticket when they observe a vehicle committing a contravention. Once they have started issuing a ticket they are not permitted to stop. Our contractor has quality indicators based on the British Parking Association. CEOs adhere to **two Codes of Practice which have been agreed with London Councils for on street parking enforcement and the use of CCTV**. Both are available on London Councils' website.

See a copy of the [London Councils' Civil Enforcement Officers Handbook](#)

Remote enforcement

CCTV enforcement is used for parking and moving traffic contraventions.

Police enforcement

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A City of London police officer may observe a moving traffic contravention which they consider should be enforced. The police officer will prepare a witness statement which will be passed to the City of London for enforcement. A parking ticket will then be issued by post to the registered keeper of the vehicle. Photographs of the vehicle committing the contravention will not be available in these circumstances.

Penalty Charge Notices (PCNs)

If your vehicle is illegally parked you may be issued with a parking ticket for £130 or £80, depending on the severity of the contravention.

- for CCTV contraventions, a 50% discount applies if it is paid within 21 days from the date of the penalty charge notice
- for moving traffic contraventions (MTC), a 50% discount applies if it is paid within 14 days from the date of the penalty charge notice
- any other parking tickets, a 50% discount applies if it is paid within 14 days

More information is provided in the document you receive.

You can [pay, challenge or view evidence](#) relating to your parking ticket online.

Do not ignore the PCN. If you do not pay or challenge a parking ticket, the penalty charge will increase.

<http://www.parkindigo.co.uk/our-markets/local-authority/city-of-london>

See our relevant attachments provided herewith.

Yours faithfully,

James Middleton
Chairman

Email

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City of London

Building a longstanding client relationship since 2001



Key Facts

- Working in Partnership since 2001
- An operational rapid response team
- Close work with the City of London Police

Small size, big challenge

The City of London borough posed a series of special challenges for traffic management and parking enforcement within the narrow streets and large building works within London. The Indigo enforcement team know that issuing Penalty Charge Notices is a small part of the job; the main focus is to keep the traffic moving within the city.

Rapid response to problems

Along with the CCTV enforcement, Indigo introduced a rapid response team. The team use motor scooters and mountain bikes to respond quickly to problems and maintain a consistent level of enforcement around the area. A number of the team are dedicated to addressing building site traffic issues to minimise disruption.

Working in partnership with the local Police

Our Indigo employees have been trained as volunteers to support the police with road closures in the event of a critical incident, freeing up police time.

Added services to meet changing needs

The contract allows the flexibility to provide services on an added value basis. Expansion to the local authority contract such as CCTV enforcement and a staffed Parking Help desk, have all been added to the contract as enhancements and have been developed in partnership by Indigo and the City of London Borough Council.

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Conductix-Wampfler



10 years of electric buses with IPT[®] Charge

Wireless Charging for Electric Vehicles


31.05.2012



Introduction

For urban local public transport in particular, the electric bus is the mode of transport of the future. With respect to the total cost of operation over its entire service life, it is far more economical to run than CNG-powered buses, hybrids or purely diesel-engined buses. The electric drivetrain is a compelling solution first and foremost due to its excellent energy balance: a recent comparison from the USA has revealed that the electric buses selected consume about \$9,000 worth of energy in a year, whereas a comparable diesel bus burns fuel worth some \$50,000. The acquisition costs of an electric bus, which are still higher at present, pay off by the fourth year of operation at the latest. In China this insight is no longer being called into question, but instead is being put into practice on a large scale – for example in rapidly growing cities such as Shenzhen.

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charging, much less weight needs to be carried around and no special journeys to battery exchange stations are needed. This has a positive effect on the overall cost and on system efficiency. And that's without even factoring in the tax benefits, or the fact that there are no emissions levies to pay and that the maintenance costs are lower.

Conductix-Wampfler has been demonstrating for many years how well inductive charging of batteries can work in the context of local public transport: there are about 30 electric buses in Genoa and Turin that have been using the company's IPT® technology since 2002. Ten years on, the Italian public transport companies AMT and GTT deem the application of this technology under everyday conditions to have been a success. The buses in Turin reliably travel 200 kilometres a day without needing to stop anywhere for a prolonged period or having to return to the depot for charging.

However, the bus routes with the IPT® charging systems haven't only proven themselves from the economical point of view, but also because they are so quiet and produce zero emissions. As the chargers can be integrated invisibly, they neither compromise the cityscape nor detract from the tourist attractions. There's nothing for people to get hurt by tripping over, and there are no secondary costs due to vandalism or rodent damage.

Technology and vehicles

The idea is as simple as it is clever: Inductive Power Transfer – or IPT® – is an energy transfer system for electric vehicles that works by magnetic resonance coupling. The system consists of two main components: a primary coil, which is connected to the electricity grid via an infeed converter, and a pickup coil integrated in the floor of the bus. This technology permits an efficient, automatic, contactless transfer of energy.

IPT® is convinced that short but regular charging is the way to go. The battery is fully charged overnight and then topped up as necessary and as possible over the course of the day at suitably equipped stops, generally by about 10–15%, depending on how long it stays at the stops.

The topping-up of the batteries, e.g. at terminals, railways stations or

hubs, ensures that the buses have sufficient range, so that the energy they need to store can be kept to a minimum. This allows the capacity of the batteries to be reduced by as much as 75%, assuming a vehicle without IPT® Charge is even able to carry enough energy storage to complete a whole day's operations. This greatly reduces the purchase price and weight of the vehicles and does not impinge on the size of the passenger compartment.

The number of charging stations is individually adjusted to suit the size and the operating situation of the bus fleet: the more buses there are in a fleet and the more charging stations there are, the more flexible the system and the shorter the charging cycles can be. The acquisition and operating costs are spread over several buses. The buses can be charged with 60 kW or 120 kW at bus stops or at route termini while passengers embark and disembark. While charging, the current collectors on the bus take up a position about 40 mm from the charging coil in the ground, facilitating an extremely efficient energy transfer: 95% of the energy taken from the electricity grid is stored in the battery during normal operation. This makes the IPT® technology, in a direct comparison, virtually as efficient as charging via a charging cable with very good battery chargers available today, and in many cases superior to low-priced plug-in battery chargers.

Increased comfort and safety

While the electric bus is automatically recharged inductively during short stops at bus stops, the driver can keep an eye on the charging process from his seat via a conveniently positioned monitor in the vehicle cockpit. In fact, Conductix-Wampfler has now launched the second generation of its charging technology on the market: the system is even easier to integrate in existing systems. Its enhanced diagnostic functions and improved network connectivity mean greater operational transparency for the user.

Not only does this do away with the need for handling heavy charger cables, but also the danger of electrical accidents in rain, snow or hail. As a negative example in this respect, just take the operating instructions that one renowned manufacturer supplies with electric vehicles in the USA: they warn explicitly against touching the plug with wet hands or standing in a puddle or in snow while charging. As the bus

driver doesn't need to leave the bus for recharging or never comes into any kind of contact with the charging accessories, there is no need for service staff with electrical engineering training. The stray magnetic fields remain restricted to the immediate vicinity of the coil.

Summary and outlook

Other pilot and test projects have been or will be equipped according to the same technological and operating approach as that used in Turin, Genoa and industrial projects in local public transport scenarios in Japan, Lucerne (Switzerland), Lörrach (Germany), Rotorua (New Zealand), Utrecht (Holland) as well as Los Angeles and Chattanooga (USA).

There are currently no real alternatives to the electric drivetrain in city buses. It's only a matter of time before we are hit by the next acute oil price rises, to which the price of natural gas is tied. The zero-emission buses are also highly recommended in the light of international legislation, too: in California it is already mandatory for 15% of all urban transportation to be zero-emission, and there are also restrictions on diesel in a number of megacities in Asia already. Based on the assumption that the price of the vehicles and batteries will continue to fall, the TCO models will come out in favour of electric buses with opportunistic charging much sooner than one might expect. And once the increasing emissions offset costs of diesel and hybrid buses are included in the equation, the result of any comparison will be very conclusive.



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Bombardier Begins Operation of the First Inductive High Power Charging Station for PRIMOVE Electric Buses

September 10, 2013 — Berlin
Transportation, Press Release

- Milestone for practical implementation of the **PRIMOVE** e-mobility solution
- World's first inductive charging pad for 200 kW in the public area
- Wireless charging solution for electric trams, buses and cars breaks new ground in clean, flexible and convenient urban transport

At a world premiere in Braunschweig, Germany, Bombardier Transportation launched the first high power inductive charging station for *PRIMOVE* electric buses together with the local transport operator Braunschweiger Verkehrs-AG. In the presence of Rainer Bomba, State



1 of 5 : PRIMOVE bus at Mannheim bus depot

Secretary in the German Federal Ministry of Transport, Building and Urban Development, and Braunschweig's Lord Mayor, Dr Gert Hoffmann, the *PRIMOVE* electric bus was charged in a real time demonstration via the world's first inductive fast charging pad at Braunschweig main station.

↓ Low Resolution (77 KB)

↓ High Resolution (5 MB)

From December this year, Braunschweiger Verkehrs-AG in partnership with Bombardier will change the service on the inner-city circular bus line M19 over to clean electric operation. Passenger service will initially commence with a 12 metre long electric solo bus. Shortly afterwards, 18 metre articulated e-buses from the manufacturer Solaris will follow. This is a significant event as it marks the first time that electric buses will replace conventional buses.

The electric buses will each be equipped with the wireless *PRIMOVE* fast charging system and the new *PRIMOVE* high power batteries. Bombardier is at the forefront of innovation and the world's first inductive charging system with an output of 200 kW will be used in Braunschweig to charge electric buses.

To ensure safe operation, Bombardier is working closely with TÜV SÜD, the organisation that audited the *PRIMOVE* wayside infrastructure and approved the *PRIMOVE* electric bus demonstrated today for passenger operation on public roads. The latter was already successfully tested in April over a four-week period during passenger service in Mannheim, Germany.

As the world's leading rail technology provider, Bombardier has a clear vision of the cities of tomorrow. The company imagines cities where all vehicles are electric, where mass transit vehicles do not alter the landscape but seamlessly integrate to provide quiet and emission-free urban mobility. With the *PRIMOVE* portfolio, Bombardier is smoothing the transition of transport providers and vehicle manufacturers to electric mobility for all electric vehicles – from trams and buses to commercial vehicles and cars. The commissioning of the first *PRIMOVE* fast charging station for electric buses in Braunschweig impressively demonstrates that this vision is no longer just a dream but is becoming a reality.

About the *PRIMOVE* pilot project in Braunschweig

Under the name "emil" ('Elektromobilität mittels induktiver Ladung', electric mobility via inductive charging), in addition to Braunschweiger Verkehrs-AG and Bombardier, the Braunschweig Technical University and the energy provider BS | Energy are involved as partners in the innovative project in Braunschweig. The project is supported by the German Federal Ministry of Transport, Building and Urban Development.

The electric buses from the manufacturer Solaris are fully charged overnight in the bus depot. Recharging the batteries during a 10 minute stop at the terminus is sufficient to provide smooth operation of the 12 metre solo e-bus over the 12 km route. The 18 metre articulated e-buses require more energy and will therefore be additionally charged for a few seconds at two intermediate bus stops. This customised charging concept ensures maximum service life of the batteries and uninterrupted operation on the existing bus route with a clean e-mobility solution.

The *PRIMOVE* system will remain invisible to passengers. The *PRIMOVE* high power charging pad is cast in concrete and installed beneath the surface of the road. Even the wayside electrical installation is integrated underground at the bus stops. The cooling units for those power electronics have been cleverly integrated into an advertising pillar at the Braunschweig central station and into the bus stop.

If you want to get an overview of how the PRIMOVE system works and how it differs from diesel buses, please follow this link: <http://www.youtube.com/watch?v=U5aDCetbWjc>

About the *PRIMOVE* portfolio

With the flexible *PRIMOVE* portfolio, Bombardier offers the world's only one-stop shop for true e-mobility: The completely integrated system for electric rail and road vehicles allows cities and the transportation industry to easily incorporate electric mobility. The complete package comprises the inductive *PRIMOVE* fast charging system, the light, long-life *PRIMOVE* batteries and the efficient *PRIMOVE* propulsion solution.

Other *PRIMOVE* projects

Bombardier is also currently working on the implementation of the *PRIMOVE* system for electric buses in Mannheim and Berlin, Germany, and in the city of Bruges in Belgium. Trams are being equipped with the light, long-life *PRIMOVE* batteries for the booming Chinese metropolis of Nanjing.

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Bombardier is headquartered in Montréal, Canada. Our shares are traded on the Toronto Stock Exchange (BBD) and we are listed on the Dow Jones Sustainability World and North America Indexes. In the fiscal year ended December 31, 2012, we posted revenues of \$16.8 billion. News and information are available at bombardier.com or follow us on Twitter [@Bombardier](https://twitter.com/Bombardier).

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Berlin will be the first capital to run

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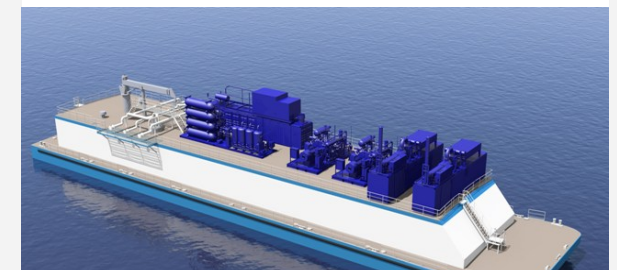
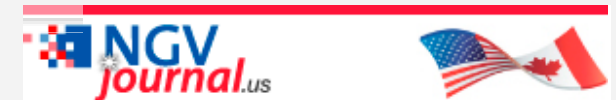
March 20, 2015



Starting in summer 2015, passengers on the city center bus line 204 will be able to enjoy a quiet and zero-emission ride through Germany's capital city. A wireless charging system and a compact battery system will be provided by Bombardier under the brand Primove. The German Federal Ministry of



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Transport and Digital Infrastructure (BMVI) is supporting the project in the context of the “International Showcase Program for E-mobility Berlin Brandenburg”. The new fleet will save around 260 tons of CO₂ per year.

On the occasion of the installation of the inductive charging pad at Berlin’s first charging station the project partners BVG (Berlin public transport authority), Berlin Technical University and Bombardier Transportation invited representatives from the BMVI, the City of Berlin and media to inform them about the technical details of the wireless charging technology, the current project status and the further project milestones. The charging pad weighs seven tons, is five meters long, two meters wide and 25 centimeters thick.

Bombardier’s innovative Primove system charges the Berlin buses’ batteries at 200 kW in the very few minutes of dwell time spent at the end stations. This allows the buses to serve the 6.1 km long bus line back and forth – without additional stops or battery changing for an entire day. As with an electric toothbrush, charging works without a cable connection. As soon as the bus is positioned over the underground charging pad, the pick-up coil mounted on the underside of the vehicle lowers.

Starting in April 2015, additional Primove charging stations will be installed at the route’s second end stop as well as at BVG’s bus depot where the four e-buses will be based. The 12 meter long vehicles will be built this spring by the Polish manufacturer Solaris. The delivery of the first bus to the Bombardier site in Mannheim, Germany, for final coordination of the technical components is planned for May 2015. Following this, the vehicles will be delivered to Berlin for approval and commissioning.

Source: Bombardier

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BOMBARDIER PRIMOVE to Provide Wireless Charging and Battery Technology to Berlin

March 18, 2015 — Berlin
Transportation, Press Release

- Installation of first **PRIMOVE** charging station in Berlin begun
- Passenger revenue service to start in summer 2015
- Expected CO2 savings of around 260 tons per year

Berlin will be the first capital city to turn a complete bus line into an eco-friendly route using e-buses with the wireless **PRIMOVE** charging system and the compact **PRIMOVE** battery system. Starting in summer 2015, passengers on the city centre bus line 204 will be able to enjoy a quiet and zero-emission ride through Berlin. The



1 of 5 : Jérémie Desjardins, Business Leader PRIMOVE at Bombardier Transportation explains fast inductive charging with the PRIMOVE system in Berlin

German Federal Ministry of Transport and Digital Infrastructure (BMVI) is supporting the project in the context of the "International Showcase Programme for E-mobility Berlin Brandenburg".

↓ Low Resolution (101 KB)

↓ High Resolution (4 MB)

On the occasion of the installation of the inductive charging pad at Berlin's first charging station today, the project partners Berliner Verkehrsbetriebe (BVG; Berlin public transport authority), Technical University (TU) Berlin and Bombardier Transportation invited representatives from the BMVI, the City of Berlin and media to inform them about the technical details of the wireless charging technology, the current project status and the further project milestones. At the event, guests had the rare opportunity to inspect the charging pad, which will be invisibly embedded under the ground in just a few days. The precast charging pad weighs seven tons, is five meters long, two meters wide and 25 centimetres thick.

Bombardier's innovative *PRIMOVE* system charges the Berlin buses' batteries at 200 kW in the very few minutes of dwell time spent at the end stations. This allows the e-buses to serve the 6.1 km long bus line back and forth – without additional stops or battery changing for an entire day. As with an electric toothbrush, charging works without a cable connection. As soon as the e-bus is positioned over the underground charging pad, the pick-up coil mounted on the underside of the vehicle lowers. The inductive energy transfer begins, generating an electromagnetic field. This poses no danger to drivers, passengers or pedestrians – or even to people with pacemakers. With the optimization of the transfer frequencies and advanced shielding, the charging system falls well below the very strict European limit values for electromagnetic emissions.

Starting in April 2015, additional *PRIMOVE* charging stations will be installed at the route's second end stop as well as at BVG's bus depot where the four e-buses will be based. The e-buses will be built this spring by the Polish manufacturer Solaris. The twelve meter long vehicles are equivalent to the Urbino 12 electric bus equipped with *PRIMOVE* charging and batteries, which has been in successful passenger operations in Braunschweig, Germany, since March 2014. The delivery of the first e-bus to the Bombardier site in Mannheim, Germany, for final coordination of the technical components is planned for May 2015. Following this, the vehicles will be delivered to Berlin for approval and commissioning. In summer 2015, passenger operations on route 204 will commence.

Berlin's new fleet of e-buses will save around 260 tons of CO₂ per year. In order to achieve the same effect, around 250 private cars in Berlin, on the basis of normal driving behaviour, would have to be switched to electric mode.

Further material:

Can an electric bus compete with a diesel bus in daily operation? You'll find the answer in [this video](#).

How cities already benefit from the convenient zero-emission *PRIMOVE* e-mobility solutions can be seen in [this video](#) about the *PRIMOVE* project in Braunschweig, Germany.

About the *PRIMOVE* Portfolio

With its flexible *PRIMOVE* portfolio, Bombardier offers the world's only one-stop shop for true e-mobility. The fully integrated system for electric rail and road vehicles allows cities and the transport industry to easily incorporate electric mobility. The complete package includes the inductive *PRIMOVE* fast charging system, the lightweight, long-life *PRIMOVE* batteries and the efficient *PRIMOVE* propulsion.

Other *PRIMOVE* Projects

The first *PRIMOVE* 12 meter long e-bus has successfully served passengers in Braunschweig, Germany since March 2014. In December 2014, the world's first 18 meter articulated e-buses complemented passenger operations in Braunschweig. Bombardier is currently also working on implementing its *PRIMOVE* system for electric buses in Mannheim, Germany, and in Bruges, Belgium. For the booming Chinese city of Nanjing, trams have been equipped with lightweight and long-life *PRIMOVE* batteries. In addition, tests with a dynamically charged truck were successfully completed in Mannheim in January 2014.

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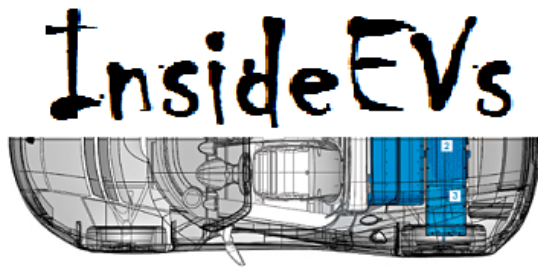
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Brunswick Gets First Of Five Electric Buses With Wireless Charging



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12m Solaris battery-electric bus with the PRIMOVE inductive charging system from Bombardier

Recently, Braunschweiger Verkehrs from Brunswick, Germany got the first 12m Solaris electric bus, equipped with Bombardier PRIMOVE inductive charging.

All together, in the project "EMIL" (Elektromobilität mittels induktiver Ladung, electric mobility via inductive charging), five such buses (12m and 18m long) will operate on a 12 km line.

Very high is the power of this wireless charging system- up to 200 kW. Buses will not be fully charged at once at bus stops, but instead several times throughout the whole day at different locations (see video). Battery pack capacity is 60 kWh.

Interesting is the receiver, which has some kind of undercarriage pantograph-like mechanism to reduce the distance to the ground charging pad.



12m Solaris battery-electric bus with the PRIMOVE inductive charging system from Bombardier



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Undercarriage charging pad

The drivetrain of the bus comes from Vossloh Kiepe and puts out power of 180 kW (240 kW in 18m version).

"On March 27, 2014 a 12 m long battery bus from Solaris with electrical traction and on-board power supply equipment from Vossloh Kiepe went into passenger service with the Braunschweiger Verkehrs-AG as the first of altogether five buses. For the first time ever the modular system from Vossloh Kiepe has been combined with the inductive charging system Primove from Bombardier."



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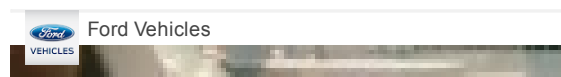
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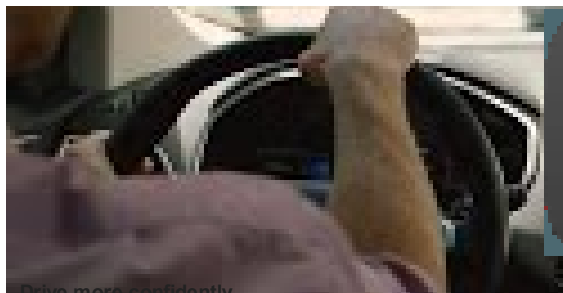
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4 responses to "Brunswick Gets First Of Five Electric Buses With Wireless Charging"



Thomas

April 23, 2014 at 4:29 pm

To my understanding the 12m version comes with a 180 kW motor and a 60 kWh battery and the later to be delivered 18m version comes with a 240 kW motor and a 90 kWh battery.

There is no video to watch included in this news.



Mark Kane

April 23, 2014 at 5:05 pm

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OLEV Technologies' dynamic wireless inductive system charges vehicles while in motion

Posted May 1, 2014 by [Markkus Rovito](#) & filed under [Features](#), [Infrastructure Features](#).





When one thinks of Nikola Tesla and electric vehicles, the obvious connection points to Elon Musk's favorite part-time project. However, we also have to give the Serbian inventor proper credit for pioneering technology that eventually may become even more important to EVs than battery breakthroughs. Tesla's obsession with wireless power transmission defined much of his life. When he first demonstrated wireless energy transfer in 1891, he may not have thought about using the breakthrough to power a motor carriage – an invention a mere five years old at the time – although we wouldn't put it past him.

We know that in many ways Tesla was far ahead of his time, and it was more than a century after his first wireless power demonstration that a form of wireless energy transmission known as inductive charging would be used to juice up the infamous General Motors EV1 and others such as the Toyota RAV4 EV. Those Magne Charge (also known as J1773) chargers used



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induction, but they still required the insertion of a paddle-type plug into the vehicle.

Hands-free inductive charging made a quiet debut in 2002, when the Italian cities of Turin and Genoa activated a couple dozen electric buses that were charged with induction coils installed in the bus chassis and at stopping points along the route. The German company Conductix-Wampfler produces the Inductive Power Transfer (ITP) system, which is still in use today. However, like hydrogen vehicles, inductive charging has largely remained one of those technologies that always seems a few years away.

Finally, those years for inductive charging are creeping up on us. In addition to Conductix-Wampfler, companies like Qualcomm, Momentum Dynamics, WiTricity, Evatran and WAVE have systems on the path to wide commercial availability.

A key turning point may have been in 2009, when WiTricity demonstrated wireless inductive power at a TED conference, and Evatran, maker of the Plugless Power EVSE based on inductive charging, was founded.

That was also the year that researchers at the Korea Advanced Institute of Science and Technology (KAIST) first tested its On-line Electric Vehicle (OLEV) system. This inductive charging scheme uses a technology called Shaped Magnetic Field in Resonance (SMFIR), which places lengths of cable beneath the street surface and allows compatible vehicles to receive a charge automatically while still in motion. In 2009, KAIST installed a system on its own campus and was able to charge vehicles inductively with 60 percent efficiency over a gap of



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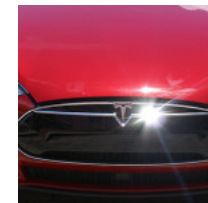


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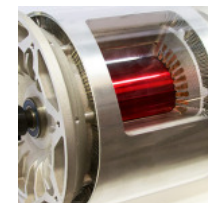
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Since then, KAIST has steadily improved all aspects of OLEV, and spun off the technology into two companies: OLEV Korea and OLEV Technologies in Boston, launched in 2011. With a recently appointed CEO and a new round of angel funding, OLEV Technologies is poised to commercialize its wireless charging technology for commercial and industrial EVs in the US.

Power strips

Bryan S. Wilson, CEO and President of OLEV Technologies since December, arrived at the company 12 years after founding and successfully growing Northeast Wireless Services, which developed infrastructure for broadband wireless service providers. While his new post also deals with growing a wireless infrastructure business, it's a whole new world for the executive. Still, he thinks that OLEV's unique technology and cost-saving propositions practically speak for themselves.

For example, compared to OLEV's 2009 results, the system can now charge with 85 percent efficiency at 100 kW over a gap of 20 cm. And with OLEV, vehicles can charge while in motion.

OLEV's system can now charge with 85 percent efficiency at 100 kW over a gap of 20 cm. And vehicles can charge while in motion.

"Instead of having a coil that creates the inductive field – basically a dot like a manhole cover that the vehicle has to be stationary over, our inductive charging system is linear and charges in a strip," Wilson said. "The vehicle can be charged either moving or stationary. A bus might stop for three minutes and pick up a charge, but if that bus needs additional power to go up a steep hill, our system can send the power directly to the motor while in motion."





Last August, OLEV Korea set up its system for two buses in Gumi, South Korea, each running a continuous 24 km inner-city route. As an example of a typical application of the OLEV charging system, charging apparatuses are installed beneath the street in strips of concrete-encased wires 5 m at a time. The wires create the inductive charge, and when needed are placed in series, as in the case of “take-off segments” – 20 m strips that provide an extra lift for accelerating up hills.

“If it’s a 20 m strip, it’s not all 20 m turned on at the same time,” Wilson said. “It’s only 5 m turned on at any given time. They all run off of the same inductive inverter, so if you have five

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segments of charging strip, you don't need five different electronic controllers – it's all controlled by the same unit."

The inductive charging begins almost instantaneously as soon as the vehicle is within reach of the charging electronics. Naturally, the idea is to install only as much charging infrastructure as needed – usually 10-15 percent of a total route, according to Wilson – but there is no limit to the length of the segmented charging strips.

"Obviously, if there's one 5 m strip, and the vehicle's running at 50 mph, it's not going to pick up much of a charge," Wilson said. "But the segments turn on and off as the vehicle goes over them. You theoretically could have an endless strip – the vehicle would charge the whole time it's going regardless of the speed – and you'd never run out of battery charge. You could put in one of our charging systems around the Indianapolis Speedway and run a bus around it at 100 mph forever."

Benefits & applications

That life-size Hot Wheels racetrack scenario sounds like a blast, but OLEV rather has its sights set on economizing the performance of many types of heavy-duty industrial and commercial

vehicles. By reducing the amount of batteries that such vehicles need by as much as two-thirds, OLEV's system can also reduce the weight and cost of vehicles, according to Wilson, while allowing them to stay in service longer with its high-power charging.

Each of the current OLEV pickups charges at 20 kW, so on a large vehicle installation, five pickups along the bottom of the chassis would combine for a 100 kW charge rate. The OLEV companies and KAIST are working on a system that would charge at 200 kW, to hit the marketplace soon.

"Because we can charge at 100kW, we are most suited for transit buses or off-road vehicle applications, like airport equipment, cargo ship terminal equipment or mining equipment,"

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**OLEV's system can also
reduce the weight and cost of
vehicles, while allowing them
to stay in service longer with
its high-power charging.**

Wilson said. “Anything where a vehicle needs to be in service for a long period of time and needs to have no emissions, or reduced emissions.”

The high power of the OLEV charging system currently makes it impractical for consumer vehicles because of the equipment needed on the vehicle. “The pickups themselves are designed for high-power transfer, and weigh about 400 lbs apiece,” Wilson said, “so it wouldn’t make sense to put something like that on a Nissan LEAF. But it sure makes sense to put it on a 40,000 lbs transit bus if you can save thousands of pounds in battery weight by doing that. So we’re probably not going to compete in the space with WiTricity or Plugless, which are trying to do an installation for somebody’s driveway or garage.”

OLEV’s specific market niche gives it the advantage of going after service vehicles that currently show a total cost of ownership savings when electrified, and then making their lifetime costs even lower. Wilson also mentioned that it doesn’t hurt that there are currently federal and other subsidy dollars available to municipalities to add electric buses to their rosters.

“It’s attractive for operators to pay the premium for electric busses right now,” Wilson said. “In terms of acquisition costs, electric buses aren’t really competitive with diesel busses, but for total cost of ownership, they’re much more attractive. Our infrastructure that goes in the road can charge all of the buses on that route. So if you have 10 buses that typically run a 10-mile route around the city, and you can reduce the batteries by two-thirds on all of them, then it’s more of a cost savings using our technology. These things are easy to install overnight at a low cost. There are no moving parts; there are not a lot of electronics. What goes on the bus is just an inductive pickup. There’s a small box that goes on the roadside that connects to the electrical grid. The system’s really low maintenance.”

With OLEV’s SMFIR system on the verge of going into production, the company is seeking capital that would enable it to produce the hardware in the United States, rather than ordering it from Korea. Concurrently, Wilson is courting as many potential customers as possible. “We are

“It sure makes sense to put it on a 40,000 lbs transit bus if you can save thousands of pounds in battery weight.”

reaching out to electric bus companies, municipalities, marine terminal operators, mining companies, airlines and anybody who has an electric vehicle they need to keep in service and either reduce costs or weight,” Wilson said.

“With our system, they never have to go offline.”

OLEV’s system can potentially save its customers additional money by avoiding standalone large-capacity recharging facilities, and save employee person-hours by eliminating the need for battery swaps and other tasks. Wilson gave the example of industrial warehouse forklifts, which are often subject to expensive battery swapping. “With our system, they never have to go

offline,” Wilson said. “They can recharge while in motion, or the operator can just park it in a certain place to recharge. Potential customers also have told us that in situations where they need to plug in a vehicle to recharge the batteries, a specific employee has to do that – they can’t just let the operator plug it in. It has to do with union regulations and operational protocols.”

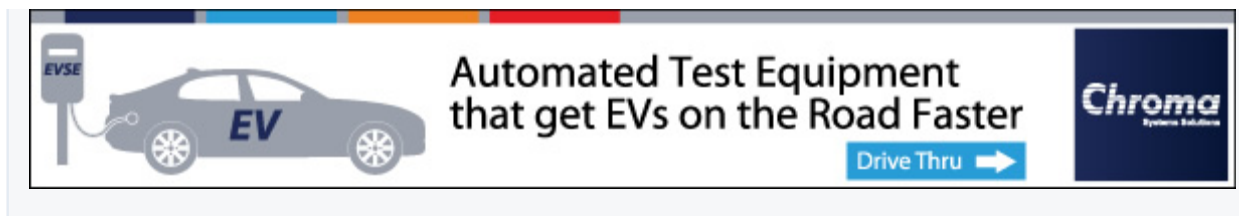
Because the OLEV SMFIR system is not a pantograph-type system like the one commonly used on electrified streetcars, the vehicles can move off the specified route at any time. That makes it attractive in cases where a set route is usually followed but is not constant, like the aforementioned warehouse vehicles or airport baggage handling systems and aircraft tugs.

The possibilities for KAIST’s system, which is now in pilot programs in the Seoul, Jeju, Daejeon, and Sejong regions of South Korea, are legion. And now, four years after SMFIR was named to Time Magazine’s 50 Best Inventions of 2010, this could be its time to make its mark on American transportation and industrial efficiency.

This article originally appeared in Charged Issue 12 – FEB 2014

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First large electric public-service bus with wireless inductive charging technology tested in the Netherlands

Wireless Charging of Electric Vehicles

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The first ever public-service field trials of a 12-meter electric bus charged wirelessly by induction are currently underway in s'Hertogenbosch (Den Bosch) in the Netherlands. Green power makes the electric bus, a converted Volvo diesel bus, completely climate-neutral. In addition to overnight plug-in charging, opportunity charging will allow the electric bus to run reliably for 18 hours, covering some 288 kilometers a day, without the need to stop for prolonged periods. Opportunity charging means that the electric bus invisibly receives a top-up charge by a 120 kW wireless inductive charging system within the space of a few minutes while at a bus stop.

Inductive Power Transfer – or IPT® – is an energy transfer system for electric vehicles that works by magnetic resonance coupling. The system consists of a primary coil in the road, which is connected to the power grid, and a pickup coil fitted beneath the vehicle. The key features of the system are its convenience and safety: the bus driver can monitor the charging process on a monitor in the vehicle cockpit.

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Tripping hazards and electrical accidents are ruled out from the start, as are vandalism and metal theft. Economic benefits are above all the higher availability of the vehicles and the possibility of using smaller and therefore less expensive batteries.

The trial has come at just the right time, as stricter emissions standards are due to come into effect in the EU in 2014. Commercial vehicles such as buses will then be required to cut their nitrogen oxide emissions by 80 percent and their particulate emissions by 67 percent, relative to the current Euro V standard. Demand for climate-neutral vehicles for local public transport has already risen sharply. Electric vehicles are particularly attractive, as they generate just a fraction of the energy costs of diesel buses. In combination with the right charging technology, their total cost of ownership will be lower in the medium term, in spite of currently higher purchase costs. Depending on the size of the fleet and the number of charging points, the purchase of a bus that uses inductive charging can pay for itself within as little as three or four years. In Milton Keynes in the UK, eight electric buses will go into regular service in summer 2013 with the clear target not only to prove ecologic but also economic advantages of electric buses with wireless inductive charging.



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UK motorway to charge electric cars on the move

14 April 2014 David Crawford



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An electric bus in Germany uses an inductive fast charging system

The Highways Agency intends to equip an English motorway to test wireless charging of moving electric cars.

A spokesperson has confirmed an off-the-cuff reference, by an official at an ITS(UK) EV working group meeting, to plan for the UK's first on-road trial of dynamic as opposed to static car charging.

This will mark a step change in EV charging activity that has focused mainly on electric buses until now. A newcomer in this sector is Transport Scotland, which, working with Scottish Enterprise and bus manufacturer Alexander Dennis, plans to trial a 'semi-dynamic' system using a hybrid-electric vehicle in Glasgow this summer.

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Claimed benefits of on-the-road charging – using electromagnetic fields generated by subsurface modules – include extended range and smaller batteries. US research at North Carolina State University (NCSU) suggests that car ranges could increase from around 100km to nearly 500km.

The HA says its initiative is supporting the government's low-carbon policy by "promoting the advantages of ultra-low-emission vehicles". At the same time, UK transport consultancy TRL has won a tranche of the €9m European Commission (EC) co-funded FABRIC programme set up to assess technological aspects of dynamic charging.

The Highways Agency (HA) has yet to give details of the trial site or dates. But it has issued criteria for system adoption, including a lifecycle comparable to that of asphalt (typically around 16 years), cost-effective maintenance, resistance to vibration and weather, and efficient charge collection at high speeds.

UK static inductive charging experience to date involves test cars parking at existing plug-in stations in London and an electric bus service launched in January 2014 in Milton Keynes, where vehicles top up their overnight charge during drivers' rest breaks. Managing this five-year demonstration is the eFleet Integrated Service joint venture between Mitsui Europe and consulting engineers Arup.

Arup helped create a wireless power transfer system branded HALO in Auckland, New Zealand in 2010. US wireless technology developer Qualcomm, which bought HALO in 2011, is running the London static car trial and planning a dynamic test track in Auckland.

For operational experience, the HA can look to Asia, where the Korea Advanced Institute of Science and Technology (KAIST) is running two online electric vehicle (OLEV) buses on a 12km continuous charging route in the city of Gumi. It claims 85 per cent maximum efficiency in power transfer.

The HA will also be monitoring the semi-dynamic charging trial highlighted by Transport Scotland chief executive David Middleton at a Chartered Institute of Highways & Transportation conference in March 2014. A halfway house between static and dynamic technologies, it will enable a hybrid bus to pick up charge from a series of modules installed under the road surface at strategic points along the route so it can run for long periods in fully electric mode.

A Transport Scotland spokesman explains that the approach "is likely to cause less disruption than, for example, installing dynamic charging along the length of a road".

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More recently, TRL announced that it is taking part in another European project, ZeEUS, to investigate zero emission urban bus systems using different technologies as part of regular services in eight cities, including London and Glasgow. The electric buses deployed at both these UK demonstrator sites will use wireless 'opportunistic' charging, which will allow them to complete routes that would otherwise be too demanding for regular electric buses.

A similar technique is being used in Braunschweig, Germany, where a bus fitted with Bombardier Primove fast-charge technology went into passenger service on 27 March.

Transport authorities can also learn from the 2010-2013 Continuous Electric Drive (CED) project, run by the Flanders DRIVE automotive research centre. This segregated a 500m stretch of the Belgian N769 highway as a temporary test track with both asphalt and concrete surfaces. It concludes that dynamic charging is "very feasible" in terms of both road construction and system design – the latter performing comparably with static charging. It also declares the system electrically safe.

A central issue for road operators is the extent of the road surface impacted by dynamic on-road charging – 10 per cent according to NCSU's modelling, 5-15 per cent in KAIST's experience. An alternative concept trialled by UK start-up Ampium envisages replacing trenching by less intrusive saw cutting to accommodate charging units powered from off-road sources.

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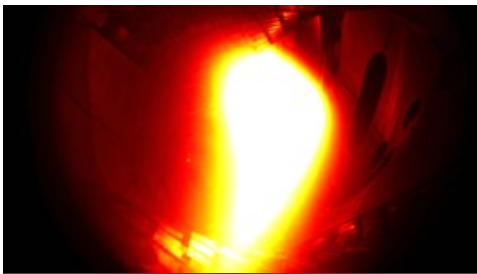
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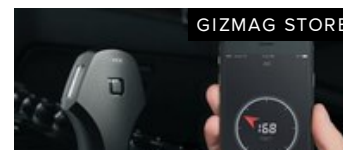


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One of Gumi's two new buses that will draw power from the road using the Online Electric Vehicle (OLEV) system

[Image Gallery](#) (3 images)

As of this Tuesday (August 6th) the South Korean city of Gumi's transit system will see the addition of two electric buses that draw their power from the road. It's the latest step in the development of the Korea Advanced Institute of Science and Technology's (KAIST's) Online Electric Vehicle (OLEV) system, in which electric cables embedded in the asphalt provide power to vehicles traveling on its surface.

The appeal of [OLEV](#) lies in the fact that electric vehicles using the system don't have to be equipped with large, heavy batteries, they don't have to stop to recharge, and messy overhead trolley lines aren't required. Instead, the cables in the road produce magnetic fields, which receiving devices in the vehicles'

undersides pick up and convert into electricity. It can be a continuous process, or



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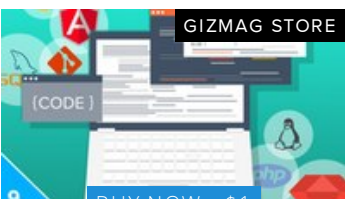
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undersides pick up and convert into electricity. It can be a continuous process, or cables can be placed in separate locations along the road, providing ongoing top-ups to a relatively small battery within the vehicle. Typically, only about 5 to 15 percent of the road surface needs to be excavated for the embedding of the cables.

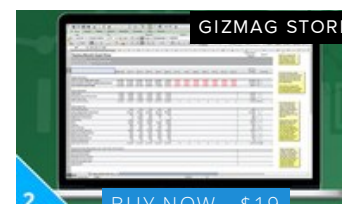


The buses will run a 24-km (15-mile) round trip route in Gumi's inner city between the train station and the In-dong district. They will maintain a 17-cm (6.7-in) gap between their underbodies and the asphalt the whole time, receiving 20 kHz and 100 kW (136 horsepower) of electricity at a maximum power transmission efficiency of 85 percent.

EMF (electromagnetic field) levels within the buses are reportedly well within safe limits, plus the cables in the road only switch on when they detect the presence of one of the buses overhead – this should minimize pedestrians' and other vehicles' exposure to the magnetic fields, and will also save power.

Although this will mark the first time that OLEV is used in a public transit system, the technology has [previously been tested](#) in a tram at an amusement park in Seoul. Assuming all goes well with the two buses in Gumi, the city plans to add an

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additional 10 such vehicles to its fleet by 2015.

Source: [KAIST](#)

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About the Author

An experienced freelance writer, videographer and television producer, Ben's interest in all forms of innovation is particularly fanatical when it comes to human-powered transportation, film-making gear, environmentally-friendly technologies and anything that's designed to go underwater. He lives in Edmonton, Alberta, where he spends a lot of time going over the handlebars of his mountain bike, hanging out in off-leash parks, and wishing the Pacific Ocean wasn't so far away.



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It's nice to get overhead powerlines out of view, but what happens to cables buried in the street when that street gets potholes?

Ashley Zinyk 6th August, 2013 @ 2:27 a.m. (California Time)

Well, this is merely a new twist on a very old idea. I know that in London there were trams that used rails rather than overhead wires for electricity well before WW2. If you don't object to the overhead wires then there was the "trolley bus" which had rubber tyres just like a bus.

professore 6th August, 2013 @ 4:25 a.m. (California Time)

It would be interesting to see the cost for this kind of installation and a comparison to track less trolley lines and buses with fast charged batteries.

Alexander Engman 6th August, 2013 @ 5:09 a.m. (California Time)

I like the part where they only need 15% of the road dug up. As it says, much smaller batteries can be used, or even super capacitors ! Chuck in flywheel energy storage and your on your way. I just wonder how they'd prevent energy theft.

esar 6th August, 2013 @ 8:36 a.m. (California Time)

Was there a reason the word, 'induction' wasn't used?? We've been powering things with induction for quite a while now. This is the first example I've seen of it used on a vehicle. Is the word 'Induction' taboo in South Korea?

Dan Lewis 6th August, 2013 @ 1:09 p.m. (California Time)

Very promising initial development. They have a system for charging people for the electricity.

Paul Bedichek 6th August, 2013 @ 9:03 p.m. (California Time)

Despite being notably opposed to the stupidity of stored energy EVs, I like this and even think having the bus have enough batteries for going a couple clicks off the "wire" is a good idea for detours and getting around the maintenance yard. I would prefer an electrical connection allowing power to be pushed back into the grid but this does avoid the risk of electrocution and the inconveniences of having over head wires.

Slowburn 7th August, 2013 @ 12:44 p.m. (California Time)

South Korea has ice and snow in the winter, how much electricity goes through ice and snow. Do they first plow the snow with one truck before they let the bus use the road? I like the idea though, it needs to be tried in major cities in the US to cut down on massive engine exhaust.

Yellow River 8th August, 2013 @ 7:16 a.m. (California Time)

re; Yellow River

Magnetic fields go right through water frozen or not.

Slowburn 8th August, 2013 @ 5:52 p.m. (California Time)

I saw this idea in a video game

Gargamoth 22nd August, 2013 @ 8:47 p.m. (California Time)

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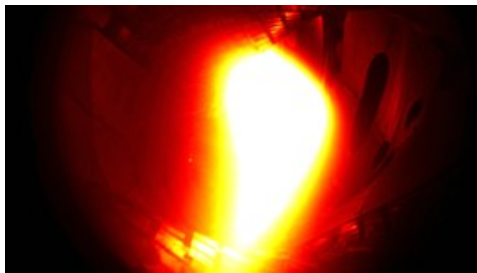
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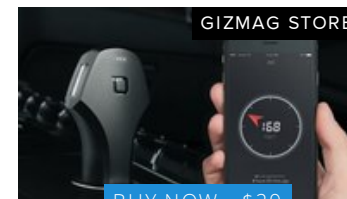
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UK to trial in-road wireless charging tech for electric vehicles

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The technology could allow EVs to be driven for longer distances, without the need to stop and charge their batteries (Credit: Highways England)

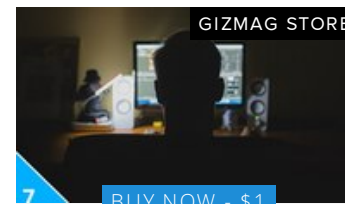
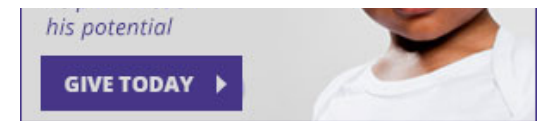
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Technology to power electric vehicles wirelessly from under the road surface is about to be trialed in the UK. Highways England has announced that it plans to carry out off-road (test track) trials with a view to carrying out subsequent on-road trials of the technology, which is designed to increase the range of EVs.

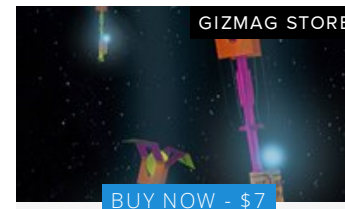
The concept of embedding electric vehicle charging technology under the road has been explored by [Stanford University](#) and [used to power buses](#) in Korea. These trials, however, are said to be the first of their kind.

UK Transport Minister Andrew Jones says the trials will help to keep Britain at the forefront of the development of this technology. "The potential to recharge low-emission vehicles on the move offers exciting possibilities," he says. "We continue to explore options on how to improve journeys and make low-emission vehicles accessible to families and businesses."

The trials follow the completion of a study by Highways England into the feasibility



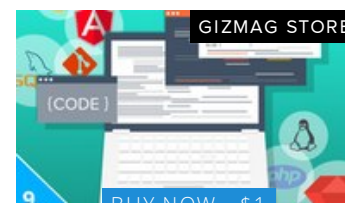
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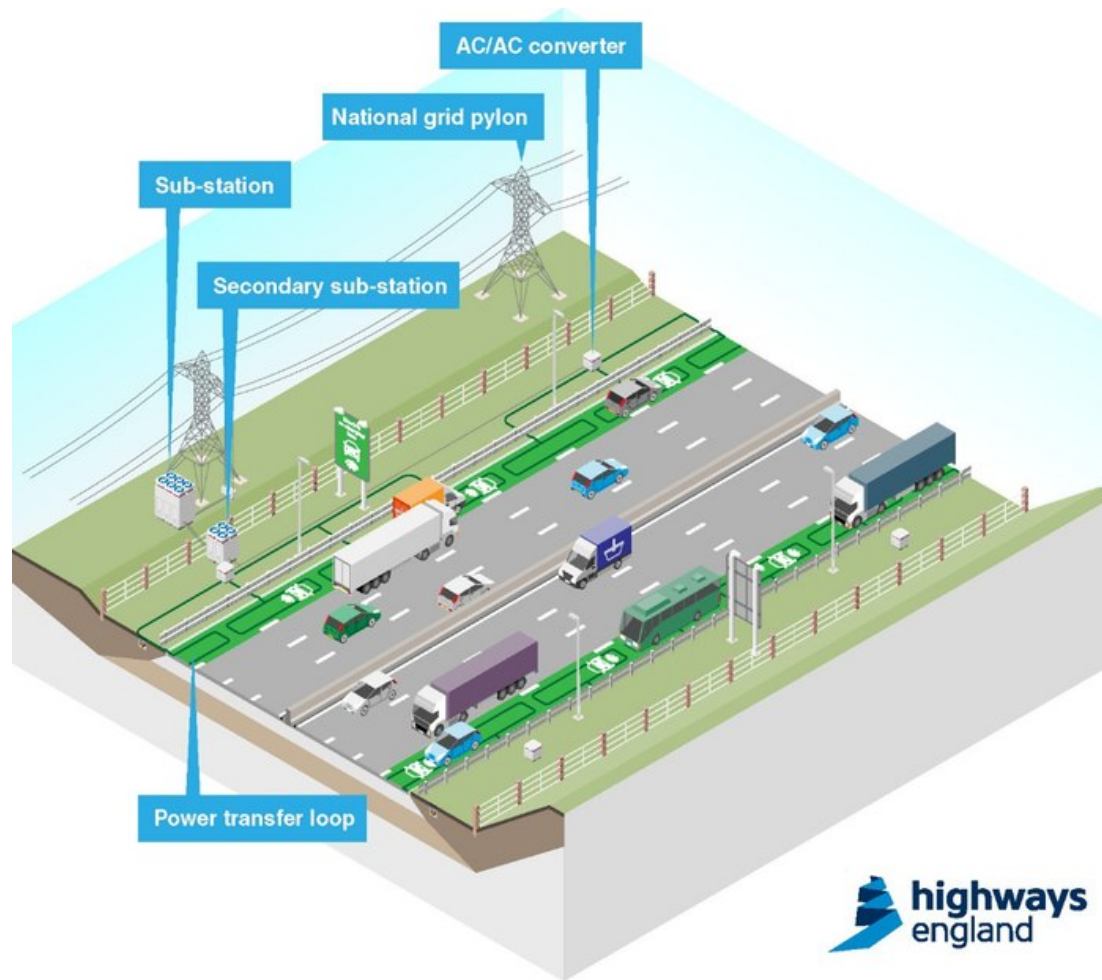
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of wireless in-road charging and potential solutions. Highways England is the government organization responsible for maintaining and operating England's motorways and major A roads. It says the trials will test if the technology could work safely and effectively on motorways and A roads.



For the trials, vehicles will be fitted with the requisite wireless technology, and equipment will also be installed underneath a test-road surface. Full technical details will be released once a contractor has been appointed to build the system.

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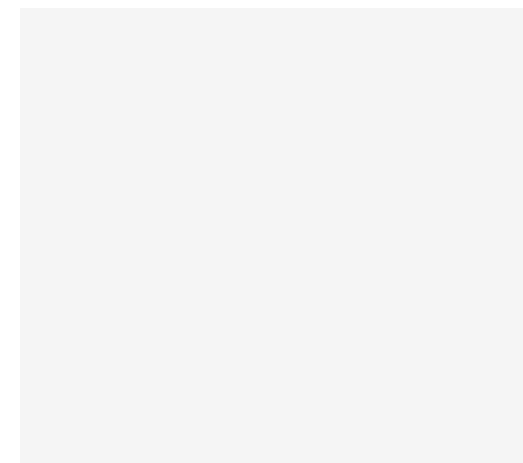
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details will be revealed once a contract has been approved to build the system.

The testing will replicate motorway conditions and, if successful, may ultimately mean that EVs could be driven for long distances without the need to stop and charge their batteries. Highways England says it is also committed to installing plug-in charging points every 20 miles (32 km) on the motorway network.

The trials are scheduled to begin later this year and are expected to last for approximately 18 months.

Source: [Highways England](#)



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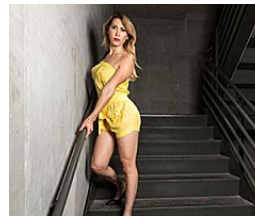
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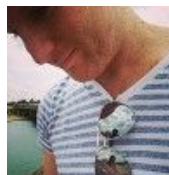


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About the Author

Stu is a tech writer based in Liverpool, UK. He has previously worked on global digital estate management at Amaze and headed up digital strategy for FACT (Foundation for Art and Creative Technology). He likes cups of tea, bacon sandwiches and RSS feeds.



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Not only a good and obvious idea, it might even work in the US to get government off its thumbs and start repairing the highway/infrastructure. Let's get a gas tax that fits a scale based on the price of gasoline at the pump. Oil is going to stay cheaper in the US, and probably the world until our new Iranian allies invade Saudi Arabia.

Robert Walther 12th August, 2015 @ 2:20 p.m. (California Time)

The heck is an AC to AC converter....

JweenyPwee 12th August, 2015 @ 6:37 p.m. (California Time)

Given the weight of batteries and the added power required to move them, if enough of this infrastructure was installed then electric cars without batteries might be possible.

byrneheart 12th August, 2015 @ 7:18 p.m. (California Time)

The simplest and least expensive solution would be to imbed neodymium magnets, which don't need a current going through them like an electromagnet does, in the road, put pick-up coils under the cars, and when you drive over the magnets current is produced...like the magnet on an air cooled engine's flywheel turning past the coil to produce the spark that runs the engine.

Lightwave 13th August, 2015 @ 8:53 p.m. (California Time)

@Lightwave - And where does the energy to keep you moving come from? I think you should do some research on the expression 'over unity'. MW

Martin Winlow 14th August, 2015 @ 12:34 a.m. (California Time)

@Light Wave: completely wrong, if you don't provide energy, then there will be no energy for the car. In your example, the coil in the car will create a force that will slow down the car, it is a closed system without additional energy, it will consume energy instead of creating it.

LeMinhDuc 14th August, 2015 @ 8:17 a.m. (California Time)

It will never fly in the US unless you can bill the car's owner for the juice. That's just the way the money grubbing, greedy corporations work here. Thanks, Ronald Reagan. F-ing jerk.

Wolf0579 14th August, 2015 @ 10:31 a.m. (California Time)

Very simple, very obvious...and the obvious way to let the corporations benefit would be toll roads. Car would carry a battery good for 100 miles, toll road would supply power to run the car and keep the battery topped off. 100 miles can be driven between toll roads (eg off the toll road, over the river and through the woods to Grandmother's house). Long as you're less than 50 miles from the toll road at your destination, you don't even have to beg a recharge, just get back to the toll road and recharge as you go.

Bryan Paschke 14th August, 2015 @ 4:18 p.m. (California Time)

Battery technology will advance far more quickly than building out billions of dollars of infrastructure for this kinda system. I can see it taking place of light rail and buses that use electric overhead wires though.

Rann Xeroxx 17th August, 2015 @ 7:31 a.m. (California Time)

I drive an EV so I know what a problem charging the batteries can be on a long trip. At home and at work charging is simple and there is enough time. On the road, charging takes more time than driving if you can find places to plug in at all. Faster charging requires the right equipment, of which there is very little due to the expense. So, if all you had to do to charge up and go were to get on the highway and drive, we would have little trouble getting around in our electric vehicles. We would rely less on heavy batteries to go the distance.

CraigMoore 3rd October, 2015 @ 7:46 p.m. (California Time)

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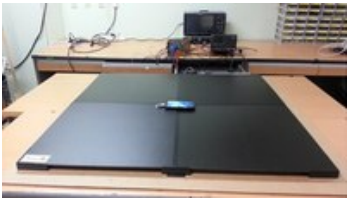


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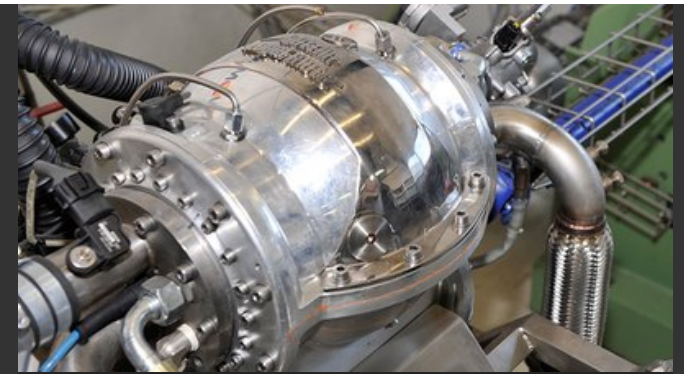
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Utah State University Develops an E-Bus That Charges at Each Stop



Utah State University has tested a first-of-its-kind electric bus that is capable of charging itself through **wireless induction technology**. Dubbed 'the Aggie Bus', the e-bus uses a **high-power, high-efficiency wireless**

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power transfer system capable of transferring enough energy to quickly charge an EV over an air gap of 10 inches.




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KAIST Launches First Road-Charged OLEV Electric Buses in South Korea




Several years ago the **Korean Advanced Institute of Technology** (KAIST) unveiled their **On Line Electric Vehicle** (OLEV) charging system, which promised to charge cars and even city buses wirelessly through induction systems contained within roads. After tests on campus vehicles and at **amusement parts**, the first OLEV buses just hit inner city streets in Daejeon, South Korea.




Read the rest of [KAIST Launches First Road-Charged OLEV Electric Buses in South Korea](#)

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Bosch And Evatran Team Up to Launch Wireless Electric Vehicle Charging System



Bosch Automotive Service Solutions and the Evatran Group are developing a wireless **electric vehicle** charging system that could become the first commercially available system of its kind in the US. Unlike **other EV charging systems**, the **Plugless Level 2 Electric Vehicle Charging System** offers hands-free, automatic EV charging. All EV drivers have to do is park their vehicles on the system's floor-mounted Parking Pad and


their vehicle begins charging.




Read the rest of [Bosch And Evatran Team Up to Launch Wireless Electric Vehicle Charging System](#)

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Navia Driverless Electric Shuttle Reduces Traffic (and Pollution) in Pedestrian-Heavy Urban Areas



Google may have captured all the headlines with its **driverless cars**, but it's not the only one experimenting with autonomous vehicles. **Induct**, a mobility solutions firm based in France, has developed a driverless electric shuttle designed for use in pedestrian-heavy areas such as airport parking lots, shopping malls, business parks and universities. Called "**Navia**", the shuttle can provide an on-demand, planet-friendly transportation in areas that existing vehicles cannot reach.



In place of a driver, Navia boasts laser range finders, cameras and GPS technology as well as accelerometers and gyroscopes that allow it to instantly calculate its position, route and distance traveled. This arsenal of high-tech equipment ensures that the vehicle will move safely, even though areas crowded by pedestrians. Capable of carrying up to eight passengers at a maximum speed of 12.5 mph, Navia's propulsion system uses Lithium-Polymer batteries and a 15" instant [wireless recharging system](#) that gives the shuttle a boost of juice at each stop.

The first Navias have already been scooped up for early testing at Switzerland's Ecole Polytechnique Fédérale de Lausanne (EPFL), with partnerships already planned with the University of West Florida and Singapore's Nanyang Technological University, Induct says.

via [Springwise](#)



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Massive Beijing charging station can charge 30 e-buses at up to 360 kW

Posted December 11, 2015 by [Charles Morris](#) & filed under [Newswire](#), [The Infrastructure](#).





China is now the capital of big things, especially when it comes to EVs. China State Grid has opened the world's largest ultra-fast EV charging station in Beijing. The 26,500-square-meter charging complex at Xiaoying Terminal has 25 360 kW chargers and five 90 kW chargers, and can charge 30 electric transit buses at a time.

Xiaoying Terminal originally supported a natural gas hybrid bus fleet. At least 10 city bus routes have now converted to battery-electric buses. For example, route 13 is using Foton buses with battery technology from Microvast (featured in [Charged Issue 4](#)). Recharging takes 10-15 minutes, and takes place 2-3 times per day, during driver breaks, with several route loops between each charge.

There are already plans for the facility to be expanded as more bus routes convert to EVs.

SEE ALSO: [10 Minute Fast Charging with Microvast's LpTO Lithium-Titanate Battery Technology](#)



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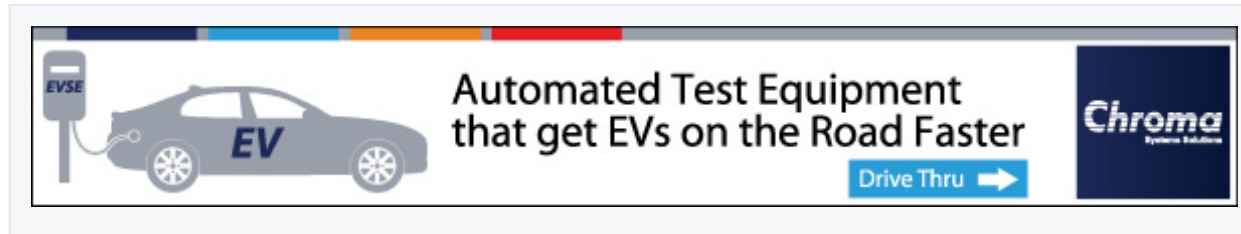
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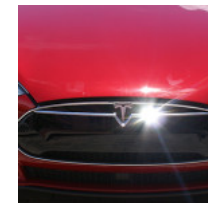
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First 12 meter electric bus with wireless inductive charging



First 12 meter (39-foot) electric public-service bus with wireless inductive charging technology tested in the Netherlands

15.10.2012 – The Netherlands

The first ever public-service field trials of a 12-meter electric bus charged wirelessly by induction are currently underway in s'Hertogenbosch (Den Bosch) in the Netherlands. Green power makes the electric bus, a converted Volvo diesel bus, completely climate-neutral.

Hybrid and Electric powertrain supplier EMOSS provided the electric powertrain and integrated the wireless charging system IPT (Conductix Wampfler) to the vehicle system. Besides the fact the original passenger capacity was maintained on a low floor concept, the efficient powertrain propels the GVW 18t vehicle without

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transmission box.

Benefits of this full electric ‘charging on route’ concept is a downsized battery pack, resulting in lower weight- and cost balance and able to operate on regular bus routes.

In addition to overnight plug-in charging, opportunity charging will allow the electric bus to run reliably for 18 hours, covering some 288 kilometers a day, without the need to stop for prolonged periods. Opportunity charging means that the electric bus invisibly receives a top-up charge by a 120 kW wireless inductive charging system within the space of a few minutes while at a bus stop.

Inductive Power Transfer – or IPT® – is an energy transfer system for electric vehicles that works by magnetic resonance coupling. The system consists of a primary coil in the road, which is connected to the power grid, and a pickup coil fitted beneath the vehicle. The trial has come at just the right time, as stricter emissions standards are due to come into effect in the EU in 2014.

Commercial vehicles such as buses will then be required to cut their nitrogen oxide emissions by 80 percent and their particulate emissions by 67 percent, relative to the current Euro V standard. Demand for climate-neutral vehicles for local public transport has already risen sharply, not only by the Dutch authorities who announced to aim for zero emission Public Transport in 2025. Electric vehicles are particularly attractive, as they generate just a fraction of the energy costs of diesel buses. In combination with the right charging technology, their total cost of ownership will be lower in the medium term, in spite of currently higher purchase costs. Depending on the size of the fleet and the number of charging points, the purchase of a bus that uses inductive charging can pay for itself within as little as three or four years.



About EMOSS

EMOSS advanced electric powertrain enable our customers to develop and commercialize next-generation applications. With breakthrough technology, robust systems integration capabilities and demonstrated products in the field, we can help transform innovative concepts into market-ready solutions.

EMOSS supplies electric powertrains & auxiliary systems for electric bus, truck and taxi. The company has an unique basis of expertise: ten years of innovative products for automotive OEMs and tier 1 suppliers. We provide total powertrain, components and battery system solutions for vehicles up to 27t.

Find out more about EMOSS: www.emoss.biz

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Transport and streets

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Parking tickets

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- › Avoiding parking tickets
- › **CCTV enforcement**
- › Clamped and removed vehicles
- › Enforcement and penalty charge notices

CCTV enforcement

Share



CCTV cameras are principally used to enforce moving traffic contraventions but can still be used for some parking contraventions.

Note Before the 1 April 2015 CCTV cameras were used for a wider range of parking contraventions. Penalty Charge Notices (PCNs) issued for these wider parking contraventions before 1 April 2015 are still enforceable and will follow the usual recovery and appeal process.

Moving traffic contraventions include

- banned turns (e.g. no left/right turn)
- no entry
- yellow box junctions
- no entry to pedestrian zone
- illegal U-turns
- blue arrow sign (e.g. keep to the left/right)
- bus lane

CCTV PCNs will be sent by post and are supported by CCTV footage.


Viewing CCTV



Some recordings of contraventions enforced by CCTV are available to view in accordance with the CCTV code of practice.

There are signs warning motorists of the use of cameras for parking enforcement at every entrance point to the City. These signs comply with the Traffic Signs Regulations and General Directions 2002.

CCTV maintenance

Calibration and maintenance records of the cameras used in CCTV enforcement are not held by the City of London Parking Ticket Office. The CCTV cameras are owned and maintained by the City of London Police. The equipment received certification from the Secretary of State in March 2009 and a copy of the authorisation is held with the [Department for Transport](#) .

Advice regarding enforcement and parking

squaremileparking.uk@parkindigo.com

020 7332 3910










Please note that our advisors are not authorised to make decisions on any challenges to Penalty Charge Notices (PCNs) over the phone.

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CCTV enforcement

To complement the on-street operation of [marshals](#), we use wireless CCTV cameras and CCTV cars to encourage compliance with moving traffic regulations.

Cameras are the only means available to deter drivers from carrying out dangerous manoeuvres on Westminster's roads, improve safety, and reduce congestion. These contraventions cannot be enforced by on-street marshals.

As of 1 April 2015, the City of Westminster only enforces bus stop clearway parking



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You can use the [PCN online tool](#)  to:

- pay your parking ticket
- view CCTV PCN footage
- challenge your parking ticket, if you feel the ticket has been issued incorrectly

Mobile CCTV

The primary role of mobile CCTV units (CCTV cars) is to complement on-street and camera enforcement by:

- enforcing moving traffic contraventions at locations of low compliance which are not covered by a CCTV camera
- enforcing parking contraventions at bus stop clearways
- monitoring special enforcement locations (areas under special arrangement as a result of complaints)
- providing coverage at Wi-Fi CCTV locations when Wi-Fi cameras are down

Contraventions enforced by CCTV

Only bus stop clearway and moving traffic contraventions are enforced by CCTV. View a list of the [contraventions enforced by CCTV](#) in Westminster.

Locations of CCTV cameras

Locations of CCTV vehicles

The list of CCTV camera locations has been revised due to the changes to parking enforcement that came into effect on 1 April 2015. For more information on these changes, have a look at our [Deregulation Act and changes to parking enforcement page](#)

The CCTV Governance Group and the 'Test of Appropriateness'

All locations of cameras used for traffic management purposes in Westminster have been approved by our CCTV Governance Group and have passed a 'test of appropriateness'.

Our CCTV Governance Group acts as a single point of decision making and accountability in relation to the deployment or removal of our CCTV cameras or the commissioning or decommissioning of CCTV sites at locations across the borough. It ensures that the use of CCTV cameras is consistent, proportionate and coordinated in accordance with a 'Test of Appropriateness'. This test ensures that cameras will only be deployed when:

- there is a clearly identified and evidenced issue of concern in terms of compliance with traffic management regulations at a specific location; and

- the use of CCTV is considered to be the most effective and appropriate intervention to address that issue,

The 'Test of Appropriateness' also requires an exit strategy to be in place before any new deployment of CCTV is approved such as when cameras are decommissioned as a result of sustained improvements in compliance levels.

The Metropolitan Police are represented on the Governance Group and the operation of CCTV systems is scrutinised by a Community Observers scheme. Under the Community Observers Scheme, independent community observers carry out unannounced visits to the CCTV control room and observe and audit the system in operation, validating the City Council's adherence to its Code of Practice.

CCTV policy

For details on our comprehensive CCTV policy please read the Cabinet Member Report: [Future policy and operation model for CCTV services](#)  (February 2012).

VCA certificate

[Certification of "Approved Devices" under article 2 of the Civil Enforcement of Parking Contraventions \(Approved Devices\) \(England\) Order 2007 \(PDF, 51KB\)](#) 

Other relevant links

[Pay your parking ticket](#)

[Challenge your parking ticket](#)

[Kerbside Management and Enforcement Code of Practice](#)

[Has your vehicle been removed?](#)

[The Deregulation Act and changes to parking enforcement](#)

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Code of Practice for Operation of CCTV
Enforcement Cameras in the
[Enforcement Authority]

Version 3.3a – June 2012

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INTRODUCTION

1.1 Background

- 1.1.1 Since 1999 the London Boroughs and Transport for London have been using CCTV cameras to enforce traffic regulations. The introduction of enforcement of traffic regulations by CCTV cameras is one part of a wide-ranging programme of measures to improve the reliability and punctuality of public transport, reduce congestion and pollution. The aim of most traffic management measures, such as bus lanes and parking regulations is to give priority to certain groups of road users by excluding others during prescribed hours. The introduction of CCTV monitoring of traffic regulations is intended to reduce the level of contraventions and so reduce delays on the highway network.
- 1.1.2 An essential and integral part of any CCTV system is a Code of Practice, which sets out the objectives of the system and the rules by which it will be operated. This Code of Practice ensures that issues such as privacy, integrity and fairness are properly dealt with. It sets a minimum standard which must be adhered to by all those authorities in London enforcing traffic regulations using CCTV cameras to ensure public confidence in the scheme.
- 1.1.3 This Code of Practice is designed to operate within the framework of the relevant pieces of legislation and to complement the Statutory and Operational Guidance produced by the Department for Transport. If there are any contradictions between this document and the relevant legislation or guidance documents then those should take precedence.

1.2 Commitment and Responsibility

- 1.2.1 The London Councils Transport & Environment Committee supports this Code of Practice and the CCTV monitoring scheme, which it regulates. Permission to operate the scheme will be granted only to London local authorities, which commit to and take responsibility for its fair, legal and widespread implementation and its maintenance, review and improvement as appropriate within this Code of Practice.
- 1.2.2 Within this overall framework for London individual local authorities will operate separate monitoring schemes in conjunction with the local police and other partners. The addresses of the authorities responsible for operating these particular schemes are given in Appendix 1 paragraph 1.
- 1.2.3 All data shall be processed fairly and lawfully and the operators of the system will ensure that appropriate security measures shall be taken against unauthorised access to, alteration, disclosure or destruction of, personal data and against accidental loss or destruction of personal data.

1.3 Code of Practice

Key Purpose of Code

- 1.3.1 This Code of Practice applies to the use of the CCTV systems for the purposes of enforcing parking and traffic regulations only.
- 1.3.2 This Code of Practice has been drawn up to ensure that the use of CCTV to monitor traffic is consistent throughout London and in accordance with current best practice. The Code ensures that issues such as privacy and integrity are properly respected. CCTV in public places must be operated with regard to the advice and guidelines issued by the Home Office, Police Scientific Development Branch, Local Government Association, Office of

Data Protection Registrar, the Local Government Information Unit the CCTV User Group and London Councils Traffic Camera Enforcement Group.

Availability of the Code to the Public

- 1.3.3 Copies of this Code of Practice are publicly available in accordance with the Local Government (Access to Information) Act 1985. The Code can be inspected at many addresses throughout London – the most local are given at Appendix 1 paragraph 2.

Monitoring and Review of Code

- 1.3.4 The operation of this Code will be regularly reviewed by each of the London local authorities operating CCTV monitoring. Authorities are required to report on CCTV operations as part of the annual report produced under the Traffic Management Act 2004. These reports will be made available for public inspection at the address given in Appendix 1 paragraph 3.
- 1.3.5 The London Councils Transport & Environment Committee will also monitor the scheme in respect of its wider operation across London.

Changes to Code

- 1.3.6 It is intended that this Code will be amended as necessary to ensure that it continues to reflect current best practices. Changes to the Code will be classified as minor and major.
- 1.3.7 Minor changes are those that only affect the operation of the scheme locally and may only be made after the agreement of senior representatives of all parties concerned in the operation of the local scheme. Examples of minor changes are amending nominated officers or areas of application. Minor changes do not need to be reported to London Councils.
- 1.3.8 Major changes are those that affect more than one authority and usually involve a change in overall London policy. Major changes may only be made with the authority of the London Councils Environment & Transport Committee.

Detailed Objectives of Code

- 1.3.9 The Code of Practice has been designed to meet the following detailed objectives: -
- To satisfy the community that the camera enforcement system is being operated competently and honestly by its operators.
 - To reassure the community over the privacy of private areas and domestic buildings.
 - To ensure that operating staff are aware of and follow the correct procedures in the case of an 'incident'.
 - To use cameras as a deterrent and improve driver compliance with traffic regulations.
 - To facilitate the detection and prosecution of offenders in relation to non-compliance with existing regulations.
 - To assist with achieving the key objectives of other town centre CCTV schemes operated by the local authority.

Queries and Complaints about Code

- 1.3.10 Queries and complaints about this Code or its general operation should be sent to the address given in Appendix 1, Paragraph 4.
- 1.3.11 Queries or appeals against any specific Penalty Charge Notice (PCN) shall be made to the address shown on that PCN. Further details appear in paragraph 2.4.8.

2. THE OPERATION OF CCTV ENFORCEMENT CAMERAS

2.1 CCTV Camera Surveillance

- 2.1.1 Closed Circuit Television (CCTV) cameras operated by local authorities in public places are used for a wide variety of purposes including the prevention and detection of crime, protection of public and private property, town centre management, traffic monitoring and the enforcement of traffic regulations. A single CCTV camera may be used for a number of these purposes at different times of the day.
- 2.1.2 The CCTV cameras operated by a local authority may be owned or leased by that authority or by Transport for London. The police may also have access to some of the CCTV cameras owned and/or operated by the local authority and Transport for London. Each authority may use the cameras for any of the purposes specified in paragraph 2.1.1.
- 2.1.3 The cameras used for the enforcement of traffic regulations may be used for more general street surveillance when traffic restrictions are not in operation by the Police, TfL or by CCTV systems operated by other Departments of the local authority.
- 2.1.4 This Code of Practice specifically relates to the use of CCTV cameras when they are being used to enforce traffic regulations. It is supplemented by a procedural manual containing specific instructions on the use of the camera and recording equipment and control room procedures. Separate Codes of Practice exist covering the other purposes for which CCTV cameras are used.
- 2.1.5 Mobile, transportable and handheld cameras may be used within an area for the purposes of the enforcement of traffic regulations. The use of such cameras will be governed by this Code of Practice and any procedures ancillary to it.

2.2 The Legal Framework

Legislation governing the operation of CCTV systems

- 2.2.1 The operation of CCTV systems must be undertaken with due regard to the following legislation:
 - The Data Protection Act 1998
 - The Human Rights Act 1998
 - The Regulation of Investigatory Powers Act 2000
 - The Freedom of Information Act 2000

Legislation governing the enforcement of traffic regulations using CCTV cameras

- 2.2.2 The enforcement of traffic regulations by CCTV cameras is regulated under the following legislation:
 - Road Traffic Regulation Act 1984
 - Road Traffic Offenders Act 1988
 - Road Traffic Act 1991
 - London Local Authorities Act 1996
 - The Road Traffic Offenders (Additional Offences and Prescribed Devices) Order 1997
 - London Local Authorities Act 2000
 - The Transport for London (Bus Lanes) Order 2001
 - London Local Authorities and Transport for London Act 2003
 - Traffic Management Act 2004
 - The Civil Enforcement of Parking Contraventions (England) General Regulations 2007

- The Civil Enforcement of Parking Contraventions (England) Representations and Appeals Regulations 2007
- The Civil Enforcement of Parking Contraventions (Approved Devices) (England) Order 2007

2.2.3 Together these Acts allow a London Local Authority to install structures and equipment on or near a highway for the detection of contraventions of Traffic Regulation Orders and to use the information provided by them, to serve a Penalty Charge Notice (PCN) on the registered keeper of a vehicle which contravenes the Traffic Regulations.

2.2.4 Relevant Traffic Regulation Orders must be made available on request.

2.2.5 Records of the keepers of vehicles that contravene traffic regulations will be obtained in accordance with the Driver and Vehicle Licensing Agency enquiry procedures.

2.3 Enforcement of Traffic Regulations by CCTV

2.3.1 The primary objective of any CCTV camera enforcement system ('the system') is to ensure the safe and efficient operation of the road network by deterring motorists from breaking road traffic restrictions and detecting those that do. To do this, the system needs to be well publicised and indicated with lawful traffic signs.

2.3.2 In order to encourage compliance with traffic regulations the system enables fully trained staff:–

- to monitor traffic activity in accordance with relevant legislation and guidance, including this Code of Practice;
- to identify vehicle registration number, colour and type of unauthorised vehicles contravening traffic regulations;
- to support the serving of Penalty Charge Notices (PCNs) to the registered keeper of vehicles identified contravening the regulations;
- to record evidence of each contravention to ensure that representations and appeals can be fully answered;
- to enable timed and dated pictorial evidence of such unauthorised driving or stopping to be produced for adjudication or as information to the owner of such vehicles;
- to enable the despatch of a Civil Enforcement Officers and / or a secondary enforcement team for targeted enforcement of vehicles contravening traffic regulations.

2.3.3 The system is intended to view activity on public carriageways and footways. It will not be used to invade the privacy of any persons in domestic, business or other private premises, buildings or land.

Extensions and changes to the area surveyed

2.3.4 The operating London local authority can extend or change the areas covered by the CCTV system subject to normal internal procedures.

Signs

2.3.5 Relevant camera enforcement signs should be displayed in areas where the system operates. The signs will not define the field of view of the cameras but will advise that CCTV camera enforcement is taking place in the area.

Systems, Equipment and Enforcement

2.3.6 This section gives a general description of systems and their uses. It is not exhaustive in nature, nor does it supersede or replace any legislative requirements.

- 2.3.7 CCTV enforcement systems fall into two generic types:
- Attended Systems
 - Unattended Systems
- 2.3.8 These are currently used across three enforcement streams although not all system types can necessarily be used against all work streams.
- Parking
 - Bus Lanes
 - Moving Traffic

Attended System

- 2.3.9 Attended systems are operated in real time by a camera operator who views the images from roadside equipment. The operator may be located in a central control room or locally, such as a vehicle-based control room. Contraventions are observed by the operator and PCNs are issued primarily on the basis of the operator's observations and supported by the image recordings.

Unattended System

- 2.3.10 Unattended systems are automated CCTV systems which operate without operator intervention. They record contraventions from which PCNs are issued on the basis of the recorded images. The recorded images must be reviewed by an operator before a PCN is issued.

Parking Enforcement

- 2.3.11 Equipment that can be used for the enforcement of parking contraventions via CCTV is regulated by the Traffic Management Act 2004 and the associated legislation. The 2004 Act provides a system approval scheme for CCTV systems used for parking enforcement known as "Approved Device Certification". From 31 March 2009 all systems used for the enforcement of parking contraventions must be certified by the Department for Transport (or its appointed agents) under this scheme. The scheme specifies how changes in the system must be carried out and recorded.

Bus Lanes

- 2.3.12 Unlike Parking Enforcement, there is no requirement for an approved device under London Local Authorities Act 1996. The 1996 Act requires that the equipment be a prescribed device, described in the Road Traffic Offenders Act 1988 (as amended) as:

"a camera designed or adapted to record the presence of a vehicle on an area of road which is a bus lane or route for use by buses only."

It is therefore the responsibility of each enforcing authority to ensure that the equipment they use fits within the description of the 1988 Act.

- 2.3.13 If bus lane enforcement is being performed under the Transport Act 2000 then an approved device is required. Approval is similar to that for parking enforcement except that the system must additionally comply with the Bus Lanes (Approved Devices) (England) Order 2005.
- 2.3.14 Authorities should also be mindful of the possibility for harmonisation of legislation under the Traffic Management Act when specifying camera systems for bus lanes.

Moving Traffic

- 2.3.15 There is currently no specific legislation governing CCTV equipment that can be used for the enforcement of moving traffic contraventions.
- 2.3.16 Authorities should be mindful of the requirements of systems used for parking enforcement when carrying out moving traffic enforcement and should consider their features as an indication of the requirements of systems that would be considered fit for purpose. That is not to say however that a system used for moving traffic enforcement under the London Local Authorities and Transport for London Act 2003 must conform to or be approved by the Department for Transport.
- 2.3.17 Authorities should also be mindful of the possibility for harmonisation of legislation under the Traffic Management Act when specifying camera systems for moving traffic enforcement.

2.4 Operation of the System

Monitoring of Traffic

- 2.4.1 Only properly trained and qualified operators (see section 2.9 – Operating Personnel) will operate the system.
- 2.4.2 A contravention of traffic regulations will be identified depending on whether the system is attended or unattended.
- 2.4.3 Contraventions will be identified from attended systems by monitoring the screen and operating the cameras in real time. The operator must obtain the most effective images of a vehicle and its surrounding circumstances at the time when any contravention may be occurring. Contraventions must be identified at the time when they are committed. Pre-recorded video images will not be studied to identify contraventions committed at some earlier time.
- 2.4.4 Unattended systems identify contraventions automatically and store them for later processing. Such images must be verified by operators prior to notices being issued.
- 2.4.5 When a non traffic 'incident' is caught on camera, operators will follow procedures agreed locally with the police and other scheme partners. All such incidents are to be recorded on a Control Room Log Sheet. An example of this document, which can also be used to record equipment faults, is included in Appendix 2.
- 2.4.6 When a contravention is observed using an attended system and sufficient evidence has been recorded, the operator will record the time and sufficient vehicle identifier information in an electronic or handwritten logbook or by utilising approved audio equipment (see 2.3.13). The operator will then continue monitoring. An example of the layout for a Camera Enforcement logbook is included in Appendix 3.

Issue of Penalty Charge Notices (PCNs)

- 2.4.7 The Secretary of State recommends that all PCNs should be issued within 14 days of the contravention. A PCN should be sent by first class post and must not be sent by second class post. Any notice served by first class post is deemed to have been served on the second working day after posting unless the contrary is proved.

- 2.4.8 Reasons for not serving the PCN within 14 days should be restricted to those that are outside of the control of the authority, for example where details from the DVLA have not been received in time.
- 2.4.9 In any case, PCNs must be served within 28 days of the date of contravention unless keeper details have not been received from DVLA.

Representations

- 2.4.10 With regard to bus lane contraventions, formal representations specifically concerned with the issue of any Penalty Charge Notice (PCNs) from this system can only be made once the Enforcement Notice has been issued to the keeper of the vehicle. An Enforcement Notice will seek details of any Police Notice of Intention to Prosecute (NIP), which may have been issued in relation to the same alleged infringement. With regard to moving traffic contraventions formal representations can be made once the Penalty Charge Notice has been issued to the keeper of the vehicle.
- 2.4.11 In all cases, the enforcing authority must consider the representations and, if it does not accept them, issue a Notice of Rejection. If the keeper is not satisfied by this outcome, there is a right of further appeal to the independent adjudicators at the Parking and Traffic Appeals Service (see section 2.6 – Guidelines for Appeals).

2.5 Retention and Use of Evidence

Ownership, copying and release of recordings

- 2.5.1 All recordings are the property of the Authority operating the scheme and may not be copied or released from the Control Room or from secure storage without the formal written agreement of the Senior Officer nominated in Appendix 1 paragraph 5. A copy of the section of footage, relevant to a particular contravention, will only be released:–
- to the appellant in whatever means the authority deems appropriate
 - to the Parking and Traffic Appeals Service (and copied to the appellant)
 - to the Police
 - to Lawyers acting for appellants in Traffic Appeals
 - to Lawyers acting for defendants/victims in connection with criminal proceedings
 - to a third party prosecuting authority, such as Customs & Excise or the Health & Safety Executive.
 - by court order, in connection with civil proceedings
 - in the case of VHS video and DVD's, to be magnetically erased and properly disposed of after twelve cycles of use. Authorities and any of their agents undertaking the disposal should ensure safe destruction. They should also keep recordings for an adequate amount of time in line with the policy of the authority.
- 2.5.2 Recordings (or copies of a section of a recording) will only be released over signature to representatives of the above organisations after proof of identity. Recordings (and copies of recordings), which are released, remain the property of the Local Authority. Any recording released to the Police will be dealt with by the Police as an exhibit and shall not be used for anything other than the purpose specified and identified when released to the Police. A detailed record must be kept of the recording (or section of it) that has been released and the reason for its release.
- 2.5.3 The Local Authority will provide the Police with a statement confirming the integrity of the recording, if required for evidential purposes.
- 2.5.4 Under no circumstances will recordings be released to members of the public except as per section 2.5.15 below, or to media or other commercial organisations except where

such recordings are to be used for educational or training purposes or where release is required under relevant legislation.

- 2.5.5 Recorded material will only be used for the purposes defined in this Code of Practice and will only be accessed as defined in this Code of Practice. In no circumstances will recorded material (or any copies or still prints generated from it) be sold or lent for any purpose other than those set out above. Copyright of all recorded material and stills printed from such material remain totally with the operating authority.

Viewing of recording media

- 2.5.6 A person who has received a PCN or the keeper of the vehicle is entitled to view that section of the media recording showing the contravention for which the PCN was issued. Viewing of videotapes, DVD's or other recording medium, will only be arranged following formal agreement of the Senior Officer nominated in Appendix 1 paragraph 5. Viewing of the media evidence should be arranged as soon as possible after a request has been made by the person in receipt of the PCN. The viewing area should not only be secure, but it should be designed and laid out so that only those in the viewing room can see the images. A still image may be supplied at no charge, as an alternative, in a situation where it is not possible to arrange a viewing of media evidence. Authorities may agree to send the media recording to the keeper of the vehicle upon request, which may incur a small cost. Recordings may also be viewed on-line if the authority has this facility. The PCN number and VRM would need to be entered to activate this service.
- 2.5.7 Viewing of recordings will only be permitted in the following circumstances:–
- to support the issue of a PCN
 - as an alternative to releasing a recording to one of the parties nominated in paragraph 2.5.1 above
 - as part of internal audit, review or disciplinary procedures
 - as part of the training process for control room staff
 - for education and road safety training.
- 2.5.8 Viewing of recordings will only take place in a secure area except where the recipient of the Penalty Charge Notice or his nominated agent has specifically signed a waiver stating otherwise. This waiver will only be valid for viewings by the recipient or his agent. Whether in a secure area or not, the viewing will be supervised by properly authorised staff. Only the 'working media' recording will be viewed. 'Evidence media' recordings will not be viewed.
- 2.5.9 The person supervising the viewing must enter full details of the event in the Control Room Records including:–
- time, date and location of viewing
 - the serial numbers of all tapes or discs viewed, the sections of those tapes or discs which were viewed (using the start and finish frame numbers) if applicable
 - the reasons for viewing each tape or disc
 - details of the people present at the viewing.
- 2.5.10 In the case of digital storage media it is sufficient for the system to log, with the video image:
- time, date and location of viewing
 - the reasons for viewing
 - details of the people present at the viewing.
- 2.5.11 These records should be subject to regular audit, at least once a year, by officers specified in Appendix 1, paragraph 7.

Still Images

- 2.5.12 Still images must be provided in accordance with the relevant legislation. Notwithstanding this, authorities should include such still images on the PCN to show sufficient grounds for the PCN being issued. Still images should be sent upon request. No charge is to be made for the provision of such images. The image then becomes the property of the person who received the PCN. All other still images will remain the property of the operating Authority.
- 2.5.13 A still image is a print onto paper of the picture held on a single field or frame of the video recording. The equipment will be used to generate these still images and each image produced will contain its unique frame number and the time (HH MM SS) and date (DD MM YY – or similar format) of the occurrence.
- 2.5.14 Still images will only be generated at the discretion of the Senior Officer indicated in Appendix 1 paragraph 5 and only for the following purposes:–
- to support the issue of a PCN
 - as evidence for an Appeal
 - if the Police or other organisation with appropriate authority request such an image with detailed written reasons for their request.
- 2.5.15 Each still image will be given a unique serial number and will be logged and accounted for at all times. Still images will only leave the Control Room when requested by the recipient of the relevant PCN or signed out as evidence in the possession of the Police or other relevant organisation.
- 2.5.16 Still images produced outside the normal progression of a case must only be made by properly authorised staff, and must be logged and auditable.
- 2.5.17 Still images, which are no longer required, are to be destroyed in the Control Room and the destruction of each image will be recorded in the Control Room records.
- 2.5.18 The procedure for production, release and destruction of still images will be subject to regular audit.

2.6 Guidelines for Appeals

The Appeal Form

- 2.6.1 The relevant appeal form, as produced and supplied by the Parking and Traffic Appeals Service, must be enclosed with every Notice of Rejection of Representations issued by an enforcing authority.
- 2.6.2 The official use box must be completed by an authorised official of the enforcing authority. This must state the PCN number, the Vehicle Registration Number, the name of the keeper to whom the Notice of Rejection was sent and the date the Notice of Rejection was sent. This information must be completed for an appeal to be registered and enables the appeal service to check that the right person is lodging an appeal and that it has been submitted in time.
- 2.6.3 Evidence should be submitted to PATAS at least seven days before the hearing date and must also be sent to the appellant.
- 2.6.4 The following items will be required as mandatory evidence by the Traffic Adjudicators:
- a) Authorised Officer Witness Statement – a declaration that at the time the contravention was observed, the monitoring and recording equipment used was of a

type approved by the Secretary of State and was in full working order. Examples of Authorised Officer Witness Statements that should be used for parking contraventions and bus lane contraventions are included in Appendices 5 and 6 respectively. The Authorised Officer Statement also includes details of the evidence that is being produced (e.g. stills from video recording) and confirmation that these were produced in accordance with the Code of Practice. In order for the Authorised Officer to sign the declaration reference should be made to the Control Room Log Sheet to determine the status of the equipment at the time at which the contravention was witnessed. An example of a Control Room Log Sheet is included in Appendix 2.

- b) Copy of the Penalty Charge Notice
- c) A case summary - This should include the relevant part of the regulation allegedly contravened and deal with any exemption claimed by the appellant.
- d) Copy of the Enforcement Notice (where applicable)
- e) Copies of any representations made and all correspondence
- f) Copy of the Notice of Rejection
- g) Colour Images of the Contravention – the images must show the context of the contravention and the identification of the target vehicle. All pictures must display the location, date and time of the contravention. The Adjudicators do not expect footage except in particular cases where there is a strong conflict of evidence. If the Council produces video evidence to the Adjudicators, they must also supply the appellant with a copy. The footage for the Adjudicators must be of a type approved by PATAS however the footage for the appellant must be in a format agreed with the appellant. Even if the appellant has already viewed the Council's recorded evidence of the contravention, the Adjudicator would expect to see images in evidence. A copy of the images would therefore have to be served on the appellant. A digital photograph would be acceptable, providing that the accompanying statement explains that it is a digital photograph, taken by an approved device, a true copy, not enhanced etc.
- h) Certificate of Service – the evidence submitted to the Adjudicator must be accompanied by a certificate confirming that the appellant has been sent copies of the evidence submitted to the Adjudicator not less than 7 days before the hearing. This requirement is in line with Article 6 of the Human Rights Act 1998. The evidence copied to the appellant must be in the same format as that submitted to the Adjudicator.

2.6.5 The list above is not exhaustive. As with any case, the Adjudicator may ask for other forms of evidence not mentioned above. The Councils will be given at least 21 days notice to submit evidence for Appeals.

Witness Attendance at an Appeal Hearing (Bus Lane Appeals)

2.6.6 Paragraph 7 (6) of Schedule 1 of the London Local Authorities Act 1996 relating to bus lane contraventions, states that documentary evidence as described above will not be admissible if the appellant, not less than 3 days before the hearing (or such other time specified by the Adjudicator) serves a notice on the Council requiring attendance at the hearing of the person who signed the document. The Adjudicators have taken this to mean that if the appellant does not accept such evidence as provided in written or photographic format by the Council, and if the Council wishes to proceed with the appeal, the person who provided the evidence may have to attend the hearing. The Council must inform the appellant that he/she can require the attendance at the hearing of the person

who signed the Authorised Officer Witness Statement. The Adjudicator may also direct the attendance of a witness at a hearing if he considers it necessary. A copy of the suggested wording, which should be used to inform the appellant that they have the opportunity to request the attendance of the person signing the Authorised Officer Witness Statement, is included in Appendix 6. This paragraph should be included in the Notice of Rejection sent to the Appellant. This requirement only applies to bus lane appeals and does not apply to appeals for parking or moving traffic contraventions.

2.7 Security of Operations

- 2.7.1 The CCTV traffic monitoring, recording and storage operations will be carried out in a secure environment.
- 2.7.2 Visitors may only access the Control Room when authorised by the Senior Officer indicated in Appendix 1 paragraph 6.
- 2.7.3 A log detailing all events and visits should be maintained in the Control Room.
- 2.7.4 If the Control Room is left unattended for any amount of time, no matter how short, the monitoring, storage and control room equipment must be securely locked and inaccessible to any unauthorised person. Any alternative secure storage room must be subject to the same conditions of attendance.
- 2.7.5 Technical, maintenance and repair work will only be carried out with the authorisation of a responsible officer or agent of the authority.

2.8 Procedures Manual

- 2.8.1 A Control Room Procedures Manual listing duties, responsibilities and procedures to be followed will be available in the Control Room at all times. Access to that manual shall be restricted to officers who have responsibility for operating the system. The manual will be regularly updated to reflect current agreed practice.

2.9 Operating Personnel

Responsibilities

- 2.9.1 Management responsibility for the operation of the system and observance of this Code of Practice and Control Room Procedures Manual resides with the Officers listed in Appendix 1 Paragraph 7.
- 2.9.2 All staff operating the system will be responsible for working in full accord with this Code of Practice and the Control Room Procedures Manual. They will be subject to their employer's normal disciplinary procedures and will sign an acknowledgement that they have been trained in and understand the Code of Practice and the Procedures Manual. Breaches of this Code of Practice or of the Procedures will result in disciplinary action.

Selection and Training

- 2.9.3 All personnel permitted to operate the System will be selected in accordance with the Employer's Standard Recruitment Procedures for personnel who are obliged to work to rules of confidentiality.

- 2.9.4 They will be fully instructed in their responsibilities and role in operating CCTV.
- 2.9.5 All staff undertaking enforcement of parking and traffic regulations using CCTV cameras must have successfully completed an approved training course. A list of the courses that have been approved for this purpose is contained in Appendix 9.
- 2.9.6 Training will include: -
- all aspects of this Code of Practice
 - all aspects of Control Room Procedures
 - all aspects of equipment operation
 - system audit procedures
 - issue of PCNs
 - knowledge of the areas of application in the Borough
 - the necessary underpinning knowledge of Traffic Law
 - Health & Safety
- 2.9.7 Full records of training and of assessments of competence will be kept according to the Employer's Standard procedures.
- 2.9.8 Operators will only be permitted to operate the system unsupervised when they have proved their competence according to the Employer's Standard Procedures.

Appendix 1

Particulars of Operating Authority

1 Authorities responsible for the Scheme in the London Borough of *(Borough Name)*

London Borough A, Metropolitan Police, Other

2 Local Addresses at which the Code of Practice can be inspected

Town Hall, Library, Police Station

3 Addresses at which Annual Reports may be inspected

Town Hall, Library

4 Address to which queries and complaints about the scheme should be sent

Town Hall

5 Officers who can authorise copying and release of tapes

Name or post

6 Officers who can authorise access to Control Room

Name or post

7 Officers responsible for operation of the system and observance of the Code of Practice:

Overall responsibility: *(Name or post)*

Responsibility for day-to-day operations: *(Name or post)*

Responsibility for Training: *(Name or post)*

Appendix 2

Example CCTV Control Room Log Sheet

Date : _____

Name of Camera Operator	Camera Number	Camera Location	Start Time	Finish Time	Comments / Equipment Faults

Name of Control Room Supervisor.....

Signature.....

Appendix 3

Example CCTV Enforcement Log

Date..... Camera Operator..... Sheet No.....

[illegible]

Appendix 4

Authorised Officer Witness Statement (Parking Contraventions)

[Appellant] v [Council]
PATAS Case No:
PCN No:

I, [Name] am an authorised officer of [X] Council.

This statement is true to the best of my knowledge and belief. I make it knowing that, if it is tendered in evidence, I shall be liable to prosecution if I have wilfully stated anything that I know to be false or do not believe to be true.

I produce in evidence in the above case [details of evidence being produced e.g. stills from media]. I certify that these were produced [describe circumstances in which they were produced: e.g. stills from a media recording] made by a CCTV camera located at [location] on [date].

I further certify:

1. that this/these was/were produced in accordance with the Code of Practice for the Operation of CCTV Enforcement Cameras;
2. that the monitoring and recording equipment used at the location and time specified is an approved device under Article 2 of the Civil Enforcement of Parking Contraventions (Approved Devices) (England) Order 2007.
3. that, to the best of my knowledge and belief, all conditions subject to which approval was given were satisfied.

[Describe what the evidence shows]

Signed.....

Name.....

Position.....

Appendix 5

Authorised Officer Witness Statement (Bus Lane Contraventions)

[Appellant] v [Council]
PATAS Case No:
PCN No:

I, [Name] am an authorised officer of [X] Council.

This statement is true to the best of my knowledge and belief. I make it knowing that, if it is tendered in evidence, I shall be liable to prosecution if I have wilfully stated anything that I know to be false or do not believe to be true.

I produce in evidence in the above case [details of evidence being produced e.g. stills from media]. I certify that these were produced [describe circumstances in which they were produced: e.g. stills from a media recording made by a CCTV camera located at [location] on [date].]

I further certify:

1. that this/these was/were produced in accordance with the Code of Practice for the Operation of CCTV Enforcement Cameras;
2. that the monitoring and recording equipment used at the location and time specified is a prescribed device under Section 20(9) of the Road Traffic Offenders Act 1988 (as amended);
3. that, to the best of my knowledge and belief, all conditions subject to which approval was given were satisfied.

[Describe what the evidence shows]

Signed.....

Name..... Position.....

Appendix 6

Authorised Officer Witness Statement (Moving Traffic Contraventions)

[Appellant] v [Council]
 PATAS Case No:
 PCN No:

I, [Name], am an authorised officer of [X] Council.

This statement is true to the best of my knowledge and belief. I make it knowing that, if it is tendered in evidence, I shall be liable to prosecution if I have wilfully stated anything that I know to be false or do not believe to be true.

I produce in evidence in the above case [details of evidence being produced e.g. stills from recorded media]. I certify that these were produced [describe circumstances which they were produced: e.g. stills from a media recording made by CCTV camera located at [location] on [date].

I further certify:

- that this / these was / were produced in accordance with the Code of Practice for the Operation of CCTV Enforcement Cameras;
- that, to the best of my knowledge and belief, all conditions subject to which approval was given were satisfied.

[Describe what the evidence shows]

Signed.....

Name.....

Position.....

Appendix 7

Right to Request the Attendance at Appeal of the Person Signing the Authorised Officer Witness Statement

The following is a suggested wording for inclusion with Bus Lane appeals.

"If you appeal, we will send you a copy of all our evidence as soon as possible. We must provide you with a copy of any video, photograph or digital image that we want the Traffic Adjudicator to consider, at least seven days before the scheduled date of the hearing. We must also send you a certificate as to the circumstances in which the video etc was produced and another that the device used to produce it was approved by the Secretary of State. These certificates will normally be fairly standard. However if you serve a notice on us, not less than three days before the hearing date, we cannot rely on such evidence without the person(s) who signed them attending. The three-day limit may be varied by the Traffic Adjudicator in special circumstances."

Please note that this notification is only required for bus lane appeals and is not required for appeals for parking or moving traffic contraventions.

Appendix 8

Glossary of Terms

The Code of Practice refers to the following terms:

Agency	An Agency is an organisation responsible for implementing, operating and maintaining a CCTV scheme and or CCTV system. Each Agency can be responsible for one or more CCTV schemes and one or more CCTV systems. Agencies may enter into partnership to implement a CCTV scheme and or CCTV system. Agencies, whether acting alone or in partnership, are responsible for ensuring that all operators of their CCTV schemes and CCTV systems comply with the relevant legislation.
Approved Device	A CCTV system approved by the DfT under the Traffic Management Act 2004 for use in the enforcement of parking contraventions.
Bus lane contravention	Contravention of a traffic order pertaining to a bus lane in London enforceable under the London Local Authorities Act 1996.
CCTV scheme	The method, policy and operations under which an agency runs a CCTV system.
CCTV system	The physical infrastructure that is used to implement a CCTV scheme. One CCTV system can be used by more than one CCTV scheme.
Contravention	A breach of the legislation under which the CCTV scheme is in place to enforce.
Data Controller	A Person who (either alone or jointly or in common with other persons) determines the purposes for which and the manner in which any personal data are, or are to be, processed. The CCTV schemes covered by this Code of Practice may have single, joint or in common Data Controllers depending on the agreement each agency has and the use of the images involved. For the purposes of this Code of Practice, the Data Controller is defined as the Agency who is actually using the images at any given time to gather or record data which in turn will actually be deemed to be Personal Data. The Data Controller may differ from the CCTV Scheme Operator. At any given time there may be none or several Data Controllers.
Data Processor	Used in relation to Personal Data and means any person (other than the employee of the Data Controller) who processes the data on behalf of the Data Controller.
DfT	Department for Transport
DVLA	Driver and Vehicle Licensing Agency
Footage	Data represented in a moving visual form that may constitute Personal Data.
Image	Data represented in a still visual form that may constitute Personal Data.
Moving traffic contravention	Contravention of a traffic order or non-compliance with a sign enforceable under the London Local Authorities and Transport for London Act 2003.

NIP	see Notice of Intended Prosecution
Notice of Intended Prosecution	A notice served by the police on a person in respect to an offence. In this Code of Practice, this relates solely to NIPs served under section 54(2) or (4) of the Road Traffic Offenders Act 1988 in respect of a bus lane offence.
Operator	A person who gathers images for the purpose of their contractual employment. Each operator is responsible for complying with the Data Protection Act (1998). An operator may work with more than one CCTV Camera Scheme.
Parking and Traffic Appeals Service	The independent tribunal in London for adjudicating parking, bus lane and moving traffic contraventions.
Parking contravention	Contravention of a traffic order or other relevant London legislation enforceable under the Traffic Management Act 2004.
PATAS	Parking and Traffic Appeals Service
PCN	Penalty Charge Notice
Penalty Charge Notice	A notice served under appropriate legislation alleging a contravention.
Personal Data	Data which relates to a living individual who can be identified: (a) from those data, or (b) from those data and other information which is in the possession of, or likely to come into the possession of, the Data Controller, and includes any expression of opinion about the individual and indication of the intentions of the Data Controller or any other person in respect of the individual.
Prescribed Device	A CCTV system, or part of a CCTV system, prescribed by the relevant government body for a specific use. In terms of this Code of Practice, this relates solely to bus lane enforcement under the London Local Authorities Act 1996.
Registered Keeper	The person registered with the DVLA as being the keeper of the vehicle.
Searching / Hunting	The process of using a CCTV Camera without due cause. The CCTV User may be either looking for something to view or capturing a CCTV Image for personal use. CCTV Camera Users must not use CCTV Cameras for the purpose of Searching / Hunting.

Appendix 9

London Councils TEC Approved Training Courses for CCTV Operators

Course title	Training providers	Date of Approval
BTEC Level 2 Intermediate Award in CCTV Camera Enforcement	London Borough of Croydon(*), London Borough of Camden (**)	December 2003
CCTV Traffic Enforcement BTEC Unit (Anyone taking this training course will have to have already successfully completed TAVCOM's CRO1 and CRO2 modules which provide them with control room operators training.)	TAVCOM	August 2004
VINCI Park CCTV Enforcement Training Programme	VINCI Park	January 2006
NCP Services CCTV Traffic Enforcement Course	NCP Services	September 2008
City and Guilds Level 2 Award for Parking Enforcement Officers. Unit 205- Roles and Responsibilities of CCTV Enforcement Officers Operating Under Traffic Management Legislation	Various including Camden	January 2012

(*) The London Borough of Croydon no longer runs this course but officers with the qualification are still approved for the purposes of CCTV enforcement.

(**) The London Borough of Camden no longer runs the BTEC course and now run the City and Guilds Level 2 Award. Officers with the previous BTEC Level 2 qualification are still approved for the purposes of CCTV enforcement.

I agree with electronic road pricing pilot scheme absolutely!!!

2 messages

Lucas Wong <

>

7 January 2016 at 20:29

To: "info@erphk.hk" <info@erphk.hk>

Too much traffic jam in Central and Wanchai and Causeway Bay during rush hours. Very annoying!!!

Charge the drivers more, it is always not necessary for private cars and thus encourage citizens to use public transport.

The money can be used for giving allowance to public transport fares and buying electronic buses and thus reduce pollution.

Money can also be used to let children to have fares for HK\$2 each time for travelling. Also improve the ambulances for dogs and animals.

Electronic Road Pricing

5 messages

Monis Beraha < >

23 December 2015 at 14:53

To: info@erphk.hk

Dear Sirs,

I have read with interest your ERP scheme which is supposed to alleviate road traffic congestion mostly in central and adjacent areas. I would like to make the following comments:

1.- Have you identified the reasons for such congestion? It seems only with a basic reason:

The growth of vehicle fleet.

This is a very simplistic excuse.

2.- What are the real culprits:

2.-1 Most important culprit: Illegal parking and waiting on busy streets and police inaction

Is there a special reason why the Government does not fine on the spot delinquents? This would pay for the extra manpower required and alleviate the situation without having to implement an expensive ERP system.

2.-2 Delivery trucks stopping or parking on double line areas during peak times, thus reducing traffic flow.

Again this could be prevented by enforcing the law with immediate fine. The transport department could study time slots allowing delivery truck to stop for limited time for delivery, possibly before 8am and after 8pm

2.-3 Bus companies should better plan their routes and frequencies as they are blocking the traffic at peak hours.

2.-4 Bus driver behaviour. Indeed they frequently occupy 1.5 line when stopping at bus stop for long time, specially at peak time when many busses are following each other e.g. Queen's road! This prevents cars from second line to move on.

2.-5 Buses and cars stopped at cross roads with yellow marking. Once again there is no law enforcement for cars or buses stopped on the yellow area!

2.-6 The traffic department could consider investing on a system to automatically adjust green lights to improve the flow of cars. In Switzerland they have areas which are called "Green flow" indicating the speed at which a car would travel through green lights all the way.

2.-7 Allow parking in secondary single way streets which are not much used. You could even install 2 hour meters and get income. In this way chauffeur driven cars do not have to circle at peak time or other.

2.-8 Shift control parking officers to busy location instead of placing fines to cars parked in seldom used streets. Have them at Princess building, Ice house street, Queens Road, Windham street.....

3.- Is ERP really effective in Hong Kong.

Hong Kong is a small Island, not like London. ERP is an easy solution on the surface, it will only shift the problem to other areas and collect taxpayers money for the extra equipment and manpower involved, creating inconvenience for road users instead of improving supervision of police officers in charge of enforcing the law.

I could continue with many more reasons. You can see that the main reason is the lack of law enforcement. if the people in charge of improving the traffic could remove the obstructions, the flow would be re-established and you will not need ERP. Is there any explanation why the department would let cars to wait in second or even third line at Princess Bldg and other places without giving a very serious fine???? I can

guarantee that if you have an officer there daily with instruction to fine without warning you will get results. After two weeks, he would come back only once or twice a week at random. Another possibility: PLACE A CAMERA, Instead of speed check camera, you can have an illegal parking camera and send the fine automatically like speeding offenses.

Hope the above is constructive and will prevent you from getting involved in ERP which will force you to start with central and then expand to Western district, CausewayBay because you are not curing the situation, only shifting the problem to other areas. Later it will be Sai Ying Poon ... It would also help to build more parkings.

Best,

Monis Beraha

Monis Beraha <
To: HK ERP <info@erphk.hk>
Cc:

>

29 December 2015 at 16:05

Dear Sir,

Thank you for your response.

I would like to bring to your attention that the traffic flow could be greatly improved in central by bringing to Central wardens checking meters in Sheung Wan and other meter locations. Indeed meters are usually placed in not so busy streets and therefore delinquents are not really contributing to interrupting the traffic flow. Those wardens could issue tickets to real culprits. Mostly on Queen's road, Wyndham street, Ice House street and Chater Rd. PRINCE'S BLDG.

The transport department was successful in clearing Pedder street several years ago. Why can't they do the same for the nearby area? just try to park in Pedder street for 10 mn and stay waiting in second and third lane!

I still cannot understand that at the bottom of Wyndham Street where there is a panel warning that vehicles parked there would be prosecuted without warning NOTHING IS DONE while EVERY DAY, EVERY HOUR there are approximately 8 vehicles parked there. Every morning you have a van occupying two spaces for hours for their delivery! As a result the flow of cars is divided by two! If you had some wardens walking there every 30 mn just calculate how much money the department would get every day till people stop parking. I am certain that it would pay for 10 wardens.

I appreciate that you find my views valuable and will check in the following weeks how valuable they are.

Kind regards and Happy New Year,

Monis Beraha

[Quoted text hidden]

Monis Beraha < >

9 January 2016 at 00:23

To:

Cc: info@erphk.hk

Dear Vanessa,

I realise that my earlier message below was not copied to you which I am doing now.

I appreciate that you must receive lots of messages and I wonder if there is any way to get some direct response from a senior person with regard to the following:

- 1.- Is there any special reason why the authorities are doing NOTHING to prosecute without warning drivers of cars parked in second or third lane at Prince's Bldg. and other areas at peak hours?
- 2.- Is there any special reasons why the authorities are not prosecuting cars or busses found blocking the traffic on yellow zebra crossings in central area?
- 3.- Is there any special reasons why the authorities are not prosecuting trucks and cars parked in Wyndham street although there is a panel saying that vehicle waiting will be prosecuted without warning?
- 4.- Queen's road C. is an important road which should be cleared of obstructions, I can see patrolling policemen walking passed illegally parked trucks and cars but doing nothing to have them to move?

The solution is not to introduce a new tax but to ask people to do their jobs!

I am looking forward with interest to hear from the relevant department. Please note that the above are not complains but just trying to bring to the attention of the traffic department that they could re-establish a good traffic flow by applying the law.

I will try to send you some pictures of the places I mention so that you can realise what I am talking about.

Kind regards,

Monis Beraha

[Quoted text hidden]

Central District ERP Pilot Scheme

1 message

Ronald Li < >
To: "info@erphk.hk" <info@erphk.hk>

9 January 2016 at 11:44

Dear Sir

I strongly OPPOSE the idea of having Central District Scheme.

The current congestion in the area was generally caused by two factors:

- 1) Illegal parking happening in Central District, most often chaufers and delivery trucks. Ice house street is a good example.
- 2) High occurrence of half-empty buses queuing to bus-stops

Me as someone who lives in Central, such scheme is penalizing my entitlement to use the road freely in my district while without addressing the fundamental issue.

Before even consider such scheme, the police depart should enforce penalizing illegal parking more diligently, in particularly during office hours, whilst the government to monitor the situation for, at the minimum, 6 months period.

Regards,

Ronald

Ronald Li
Chief Operating Officer

City Financial Investment Company (Hong Kong) Limited

傳媒聯絡

1 message

NEWS RMHK <
To: info@erphk.hk

>

9 January 2016 at 21:36

你好:

我是
香港天晴媒體 (Record Media Hong Kong)旗下的天晴新聞RMHK - NEWS 記者

歡迎貴機構發佈採訪通知及新聞稿至下列電郵:

新聞部:

(採訪通知及新聞稿)
及
本人:

(個人聯絡/採訪通知及新聞稿)

天晴新聞
RMHK - NEWS
採訪主任/記者: Ava Chan (陳美琪)

香港天晴
新聞及公共事務部

—

Record Media Hong Kong - NEWS and Public Affairs Department

As a member of the CC Media

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Oppose the erp scheme in Central District

2 messages

Tse, Johnny CS <
To: "info@erphk.hk" <info@erphk.hk>

>

13 January 2016 at 16:24

To whom it may concerned,

You should ban all private cars from entering Central District instead. Ailing government management results. Please tell who pays the management fee.

Best regards,

Johnny

Managed Network Service Control (MNSC)

Office -

Fax -

Email :

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電子道路收費先導計劃 - 意見

2 messages

Henry Tam < >
To: 運輸署 <info@erphk.hk>

22 January 2016 at 13:19

你好：

關於塞車問題，我認為不需要使用電子道路收費系統，因為這系統會涉及龐大的執行費用，並可能涉及保障私隱的問題。

其實目前的政策工具已經可以有效解決塞車問題。

- 1) 首次登記稅
- 2) 燃油稅
- 3) 隧道收費

如果政府想減少路面上行走的汽車，只需要大幅提高以上費用和稅項便可以。這樣另外可以有效減少廢氣排放並可增加政府收入。

此外，我建議政府可向泊車收費徵稅，例如公眾停車場和街上的泊車位。

希望我的意見對你們有用。謝謝。

Henry Tam

電子道路收費計劃建議

2 messages

oscar cheung < > 27 January 2016 at 14:12

Reply-To: oscar cheung < >

To: "info@erphk.hk" <info@erphk.hk>

1/27

建議將整個收費地區變成一個收費停車場, 由早上7:30至晚上8:30, 不論一部車出入多少次, 在區內第一小時收\$50-100, 第二小時收\$200, 以後每小時\$1000 以上。如果在區內泊入停車場則可扣減停車時間

Rgds

Oscar Cheung ()

問 - 中環半山羅便臣道 / 干德道 居民在 ERP 下有何豁免優惠1 message

Kevin Tong <
Reply-To: Kevin Tong <
To: info@erphk.hk

>
>

12 February 2016 at 11:06

問：

如是 中環半山羅便臣道 / 干德道 居民在 ERP 下有何豁免優惠, 請覆

Kevin

AM33政府車點解可以非法泊車,即係收費就係**AM**車牌政府車,係中環亂泊車?1 message

妖先生 < >
To: tellme < >

18 February 2016 at 14:47

<http://news.now.com/home/local/player?newsId=169053>

E00031_encl.

now 新聞	直播	港聞	兩岸國際	娛樂	生活	科技	財經	體育	fb新聞	事件追蹤	專題	昔日
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中環違泊問題嚴重包括高官車輛

22小時前



【now新聞台】政府將在中環推出電子道路收費先導計劃，有司機認為對改善中環塞車問題的效用不大，「老闆車」是造成塞車的主因。本台連續多日視察過中環一帶道路，發現繁忙時間最少有過百輛車違泊，當中更包括高官的座駕。

這輛車牌AM33的政府貴賓車是財經事務及庫務局局長陳家強的座駕，本台發現經常都停泊在中環國際金融中心外這個違泊黑點。這一晚因為路邊已泊滿車，陳家強的座駕要並排停泊，其他車輛經過都要慢駛，而陳家強兩晚也不在車上。

這裏日間更成為「違泊天堂」，金融街這個彎位，最少二十多輛車停泊等候，當中不少是房車及七人車，車上都有司機，但就不見有乘客。本台在一月中不同時間來視察了五次，都不見有警員執法。

在下班時間計算過，中環一帶最少有過百輛違泊車。本台檢查過其中數個車牌都是由公司持有，相信是「老闆車」，當中更不只一次發現這兩輛汽車停泊在中環街頭。根據運輸署登記資料，分別屬於前電視廣播主席葉家海及內地商人李東生旗下的公司。

孔先生任職職業司機六年，不時要駕車經過中環，他帶我們到了數個違泊黑點，其中一個是雪廠街近遮打道。其他黑點包括中環街市旁邊、域多利皇后街和租庇利街，已停泊了15輛車。皇后大道中更是重災區，整條路停放超過40輛車。其餘橫街亦零星停泊數輛車。孔先生指收費無助打擊「老闆車」。

而電子道路收費先導計劃諮詢期三月中屆滿。



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E00032

HK ERP <info@erphk.hk>

AM車牌,係中環收費是不是同市民一樣,如果唔係,本人會去信平機會

1 message

妖先生 < >
To: info <info@erphk.hk>

18 February 2016 at 14:47

ERP

1 message

chris carline <

>

23 February 2016 at 22:28

Reply-To: chris carline <

>

To: "info@erphk.hk" <info@erphk.hk>

Dear Sirs, re Electronic Road Pricing

First of all you need to analyse and document the existing problem .
Next, consider what measures can be taken to alleviate the problem.
Lastly, after new measures have been implemented and results analysed should you think about ERP

The major problem in Central District is that the road traffic rules are NOT enforced.
Cars and vans parking on yellow lines is not punished so drivers sit waiting in their vehicles on every available road all day long.
All the major road arteries in Central are clogged up.
For instance Chater Road outside Princes Building is 4 lanes yet on many occasions only 1 lane is moving, taxi drivers complain as 3 lanes are full of parked vehicles waiting.
Its the same all over HK, Glenealy, Ice house St, the Ferry piers, Pacific Place.
There is NO traffic management and very little policing .

ERP is NOT the answer to the current problem.
The car owners will pay the charge and there will be no improvement .
The money would be better spent on CCTV cameras on every road junction.
Traffic penalties also need to be increased substantially
Congestion would be reduced and buses/ taxis would then be able to move freely

ERP by itself will fail.

your sincerely

C.G. Carline

Views on Central District ERP Pilot Scheme

1 message

david ayeung <
To: info@erphk.hk

>

26 February 2016 at 09:16

I support the ERP idea and support the carrying out of the pilot scheme asap

Cordon-based ERP is preferred as it allows more flexibility in setting the charging level and also the regulation hours. The charging level and hours should be tailored in order to achieve the objective to bring down congestion to a predetermined level. If there is always no congestion at a particular time or day, the charge should be relaxed or even removed. On the other hand, the charge should be increased if congestion above the predetermined level still persists.

To determine the level of acceptable level of congestion, TD can conduct a survey on public's perception of the situation in various districts. We can then set the ERP level based on the districts with good/acceptable public perception.

A single charge is preferred for ease of administration. And in my view, congestion caused by a bus is not much different from a private car. By charging on a per vehicle basis, we are favoring a bus (presumably with more passengers than in a private car) over a private car and therefore in line with our encouragement to use public transport.

DSRC technology is preferred in order to ease concern of privacy intrusion.

David Au Yeung
retired civil servant

ERP Consultation Response

2 messages

Sheldon Ven < >

26 February 2016 at 16:01

To: "info@erphk.hk" <info@erphk.hk>

To whom this may concern,

Please find my consultation response in relation to ERP implementation at Hong Kong Central District.

Regards,

Mr. Ven

**ERP_Consultation.docx**

20K

Charging area**Q.1 Do you have any views on how the boundary of the Central District ERP Pilot Scheme should be drawn up, and what are your reasons?**

It is disappointing not to see any possible charging area in this document. While I do not expect to see a red line boundary at the initial consultation, a “blurred area” of the charging area would be a good start so that the public can comment on the issue.

At the minimum, the charging area should cover:

- Pedder Street;
- Queen’s Road Central from Bank of China to Sheung Wan;
- Ice House Street;
- Wellington Street;
- Connaught Road around the Exchange Square.

When finalizing the charging area, congestion might be resulted on roads outside of the cordons. Spill over congestion from the cordoned area should also be considered as these roads might not have the capacity to accommodate extra vehicles with the intention to avoid ERP charges.

Subsequent consultation should set out a draft Charging Area for public comments. Any proposed diagram should show the location of the gantry and the routes free of ERP charges.

Q.2 Do you think some neighbouring areas of Central, say some parts of Admiralty or Sheung Wan, should be covered in the Central District ERP Pilot Scheme? If so, which area(s)?

- Cotton Tree Drive at Admiralty is often congested.
- Sheung Wan – Bonham Strand and Wing Lok Street are often congested.

The ERP should consider cover these areas as well. The Central District stretches from Sheung Wan to Admiralty.

Charging mechanism**Q.3 Do you prefer an area-based or cordon-based charging mechanism for the Central District ERP Pilot Scheme? Why?**

I think a Cordon Based charging mechanism would be more appropriate for Hong Kong due to it relatively compact area comparing to the London Congestion Charging Zone.

Charging period**Q.4 Do you agree that ERP charges for the Central District ERP Pilot Scheme should be imposed throughout the hours in a day when the traffic flow is high in the charging area?**

The ERP charges should be implemented from Monday to Friday. I do not see any reason why ERP charges would be exempted during the working day.

Q.5 Do you agree that Sundays and public holidays should be excluded from the ERP charges for the Central District ERP Pilot Scheme? Do you have any other views on the charging period?

On Sunday and Public Holidays, half of the road in the Central District is for pedestrians only, the level of car usage is already low on Sunday. I don't see any reason why the roads be charged on Sunday and Public Holidays.

Charging on Saturday should be carefully considered.

Charging level

Q.6 Which charging approach do you prefer for the Central District ERP Pilot Scheme – a unified charge for all vehicles, differential charges based on vehicle sizes (i.e. larger vehicles to be charged more), or differential charges based on a vehicle's carrying capacity (i.e. vehicles with higher carrying capacities to be charged at lower levels)?

ERP charges can be linked to the vehicle classification for licensing or motor registration, so that ERP charges are certain and transparent to the vehicle owners.

EPR charges can also be linked to Passengers Carrying Units (PCUs) but the concept of PCUs can be quite hard to understand, therefore charging based on PCU is not encouraged.

Q.7 Do you have any suggestion on the range of ERP charge which you believe could induce motorists to adjust their travel behaviour when (a) ERP charge is levied on a per day basis; or (b) ERP charge is levied on a per pass basis (charging at each and every charging point)?

ERP should be levied on a per pass basis – everytime the vehicle passes under the gate. If ERP is charged per per entry, then the charges can vary within the charging period and the direction of travel. Midday travelling might cost less than AM / PM peak periods.

If ERP is charged on a daily rate, then it would encourage excessive traveling throughout the charging period for those who had been charged first thing in the morning.

Exemption and Concession

Q.8 Do you support providing exemption / concession to vehicles other than emergency vehicles for the Central District ERP Pilot Scheme? If so, what are the type(s) of vehicles and why do you choose them?

Public transport vehicles should be exempted from charges.

Taxis should not be charged if they load / unload passengers at the Airport Express Building.

Taxis should be charged if they queue at Pedder Street as they cause congestion onto Queen's Road Central.

Technology

Q.9 DSRC technology requires the installation of an IVU in each vehicle entering the charging area for ERP payment, while ANPR technology captures the licence number plate of a vehicle every time when it enters / eaves / circulates in the charging area. On the whole, would you say that ANPR or DSRC is a more preferable technology for the Central District ERP Pilot Scheme?

ANPR technology should be used. ANPR can capture other information of the vehicles – for example motor registration, insurance expiration and among others.

ANPR technology can possibly prevent terror attack in the Central Business District as vehicles entering / exit are tagged.

ANPR is a lot of flexible and other functions could be built upon ANPR. It would be a mistake not to implement ANPR.

ANPR cameras can be embedded in the ground taking the front and rear license plates, instead of pole mounted. The lack of space or other vertical constraints should not be a consideration.

IVU tag is not recommended.

Privacy Concern

Q.10 Do you have any concern over the protection of privacy in the Central District ERP Pilot Scheme? What are your concern(s) and how do you think it/they could be addressed?

Not really. There are cameras monitoring traffic in the Central District.

Effectiveness

Q.11 What indicators do you think we should use to evaluate the effectiveness of the Central District ERP Pilot Scheme?

Indicators, to be honest, are quite hard to agree. The behavior of drivers is hard to predict, although, based on experience in other cities, there is reduction in congestion after the implementation of ERP.

The improvement of air quality (PM2.5 or other particulates) should be investigated as well.

The subsequent consultation should set out a list of possible of indicators for public comments.

Q.12 Do you agree that the charging level should be reviewed regularly and adjusted where necessary in order to maintain the effectiveness of the Central District ERP Pilot Scheme?

Yes, charging level should be reviewed annually.

Complementary measures

Q.13 Do you have any suggestions on measures which could complement the implementation of the Central District ERP Pilot Scheme?

A lot of complementary measures should or could have done prior to implementing ERP mechanism. While I do not object to the idea of implementing ERP at the Central District, at the minimum, the following things should be done concurrent to the consultation of ERP:

- Countdown at stop lights;
- Seamless bus lanes when exiting Exchange Square Bus Terminal to Admiralty then onto the Cross Harbour Tunnel;
- Bus Lanes on Pedder Street;
- Enforcement of double parking (for example Jubilee Street, Queen Victoria Street, Lyndhurst Terrace, Wellington Street, Wyndham Street), Enforcement of double parking can be done with CCTVs to avoid dispute;
- Electronic Message Display on Gantries or road side to indicate the presence of road accidents, waiting time or congestion.
- Restriction of loading and unloading outside of peak periods;
- Reorganizing bus routes. Some bus routes should be diverted to the by pass road. During peak hours, buses that originate from Kennedy Town or West of Central should not enter the Central District as these buses are already full when they arrive in Central and most of these passengers are travelling to other destinations beyond the Central District. More empty buses should be diverted to Central during PM Peak Periods to reduce passenger waiting and boarding time.
- Dedicated taxi stands. Currently only one lane of Queen's Road Central is for travelling / through traffic, the other two lanes on the left and right shoulders are either for taxi, waiting, loading and unloading. All taxis stands should be agglomerated within the Central District.

These measures should be rolled out as they would assist in reducing the road congestion level at the Central District.

Conclusion

The principles of implementing ERP system at Central District are supported, however, more details should be shown in subsequent consultations. At the same time, other traffic management measures should be undertaken independently of ERP.

Re:- Hong Kong ERP

2 messages

David Hiew < >
To: info@erphk.hk

2 March 2016 at 21:44

Hi

Dave here. Have your HKG ERP started?? Here in Singapore, there is not only ERP. There is COE (Certificate of Entitlement) just a piece of paper that will cost U around S\$50000.00 AND it only lasts for 10 years after which U got to renew or scrap the car.

A Toyota will most likely costs much more in Singapore than in Hong Kong. (Around 3 times more expensive) And probably even more expensive than a BMW or Mercedes.

And now, with only 5 years bank loan and 60% max bank loan, U got to be really cash rich to buy a car in SG.

THIS IS THE MOST RIDICULOUS PLACE TO OWN A CAR IN THE WHOLE WORLD!!!

Slgh

E00037

HK ERP <info@erphk.hk>

ERP Public Engagement Feedback

2 messages

Mark Webb-Johnson <

>

3 March 2016 at 12:40

To: info@erphk.hk

From: Mark Webb-Johnson
eMail:

Q.1 Do you have any views on how the boundary of the Central District ERP Pilot Scheme should be drawn up, and what are your reasons?

I think the rational behind the choice of boundary should be:

- a) ensure that the areas with high traffic congestion are within the charging zone, and
- b) ensure that there are adequate bypass exits both to avoid the charging areas as well as to exit just before entering.

Q.2 Do you think some neighbouring areas of Central, say some parts of Admiralty or Sheung Wan, should be covered in the Central District ERP Pilot Scheme? If so, which area(s)?

The primary concern should be areas that have high traffic congestion, but that can also be affectively bypassed (ie; there is an effective way of avoiding the charging areas should a driver not want to enter, but instead avoid the area). The actual district itself should be of no relevance.

Q.3 Do you prefer an area-based or cordon-based charging mechanism for the Central District ERP Pilot Scheme? Why?

I prefer an area based scheme. In general, I prefer a system where there is no equipment in the vehicle, and such a system should be easily scaled from the initial pilot scheme to more areas of Hong Kong.

Q.4 Do you agree that ERP charges for the Central District ERP Pilot Scheme should be imposed throughout the hours in a day when the traffic flow is high in the charging area?

Yes.

Q.5 Do you agree that Sundays and public holidays should be excluded from the ERP charges for the Central District ERP Pilot Scheme? Do you have any other views on the charging period?

The charging period should simply be the times of greatest traffic congestion, irrespective of the day of the week.

Q.6 Which charging approach do you prefer for the Central District ERP Pilot Scheme – a unified charge for all vehicles, differential charges based on vehicle sizes (i.e. larger

vehicles to be charged more), or differential charges based on a vehicle's carrying capacity (i.e. vehicles with higher carrying capacities to be charged at lower levels)?

This is a congestion control scheme. Accordingly, those vehicles causing the most congestion should be dis-incentived the most from entering the charging areas. So, the charge should be based on size of vehicle.

However, apart from traffic congestion, such ERP schemes produce a direct impact on roadside pollution and air quality. Under the 'polluter pays' policy, such consideration should be included in Hong Kong's ERP pilot. In other countries where such schemes have been implemented, high polluting vehicles have either been charged more, or concessions given to environmentally friendly vehicles. Either approach is acceptable to me.

Q.7 Do you have any suggestion on the range of ERP charge which you believe could induce motorists to adjust their travel behaviour when (a) ERP charge is levied on a per day basis; or (b) ERP charge is levied on a per pass basis (charging at each and every charging point)?

I suggest that charges similar to other countries previous extensive experienced be used, and such charges be regularly adjusted depending on the impact to traffic congestion.

For example, the London congestion charge is GBP11.50/day (~HK\$125/day), but that is for a very large area in London.

A per-day charge would not dis-incentives multiple visits to the charging area (as used by buses, taxis, and commercial vehicles).

If a per-pass basis is used, perhaps a fee similar to the differentials in Hong Kong's tunnels could be a starting point. For example, the western cross harbour tunnel charged HK\$40/pass more than the central cross harbour tunnel, and that dis-incentives vehicles to the point that the western tunnel has extremely low utilisation. That indicates that the HK\$40/pass level would be sufficient to have an impact.

Q.8 Do you support providing exemption / concession to vehicles other than emergency vehicles for the Central District ERP Pilot Scheme? If so, what are the type(s) of vehicles and why do you choose them?

Such ERP schemes produce a direct impact on roadside pollution and air quality. Under the 'polluter pays' policy, such consideration should be included in Hong Kong's ERP pilot. In other countries where such schemes have been implemented, high polluting vehicles have either been charged more, or concessions given to environmentally friendly vehicles. Either approach is acceptable to me.

Q.9 DSRC technology requires the installation of an IVU in each vehicle entering the charging area for ERP payment, while ANPR technology captures the licence number plate of a vehicle every time when it enters / leaves / circulates in the charging area. On the whole, would you say that ANPR or DSRC is a more preferable technology for the Central District ERP Pilot Scheme?

I prefer ANPR. That technology is proven around the world, and is very scalable.

Q.10 Do you have any concern over the protection of privacy in the Central District ERP Pilot Scheme? What are your concern(s) and how do you think it/they could be addressed?

No concern. Hong Kong's existing legislation is sufficient to cover this.

Q.11 What indicators do you think we should use to evaluate the effectiveness of the Central District ERP Pilot Scheme?

Primarily, the traffic congestion level. However, a secondary indicator of roadside pollution and air quality levels should also be used in the evaluation.

It would also be useful to track general support amongst the population for such a scheme, before, during and after implementation. Such support could be evaluated by regular sample polling. It is important to sample the general population - all users of the transportation network, not just drivers.

Q.12 Do you agree that the charging level should be reviewed regularly and adjusted where necessary in order to maintain the effectiveness of the Central District ERP Pilot Scheme?

Yes. Very regularly.

Q.13 Do you have any suggestions on measures which could complement the implementation of the Central District ERP Pilot Scheme?

No.

Sincerely,
Mark Webb-Johnson

中環及其鄰近地區電子道路收費先導計劃公眾參與文件2 messages

Julia Wong <

>

4 March 2016 at 18:22

Reply-To: Julia Wong <

>

To: "info@erphk.hk" <info@erphk.hk>

Cc:

敬啟者

有關中環及其鄰近地區電子道路收費先導計劃的意見，請見附件。

特區市民

王紫燕



電子道路收費先導計劃公眾參與.docx

27K

中環及其鄰近地區電子道路收費先導計劃公眾參與文件

1. 你對於如何劃設「中區電子道路收費先導計劃」的收費區界線有何意見？原因何在？
香港地小，但人多車多，道路又不寬，人車爭路，公共交通系統已到達每日總乘客量的九成（見 1.3.4），不像大部分海外城市，私人汽車乃市民的主要代步工具，加上商業區與住宅區往往無法明顯分割，要為這麼密集的交通運輸網絡劃設收費區界線，將會為香港的交通系統造成混亂局面，也會滋擾市民生活。就配套措施舉例說明：英國政府為了鼓勵更多市民轉乘公共巴士，安排 300 部巴士行走收費區為駕駛者提供另一個進入收費區的選擇（見 4.2.43），假如特區政府效法的話，多加額外巴士班次或加開專線，未必能有效改變本地駕駛者的行為，反而會加重道路負荷及碳排放。尤其是對於完全沒有經濟考慮的人，他們與其想辦法利用遊艇或直升飛機出入來節省時間，也不習慣轉乘公共交通工具！又舉例：港人一直有增加市區單車公路的訴求，特區政府會否落實增設市區單車公路，作為改變駕駛者行為的選擇及改善廢氣污染的行政方案？又有多少僱主會增設單車泊位地方、淋浴間及更衣室等設施為配合員工可騎單車上落班？
2. 你認為鄰近中環的其他地區，如金鐘或上環的部分地方，是否應納入「中區電子道路收費先導計劃」內？如同意，應包括那些地區？
全香港包括九龍，香港島及新界主要繁忙路段都有交通擠塞問題，而且情況在持續惡化。本人不認同政府單以「中區電子道路收費先導計劃」來回應社會各界的訴求。如果要聘請海外顧問公司研究的話，本人建議港人自組督導委員為特區作整體而全面的城市道路交通網絡研究及為應付未來發展的大型規劃。
3. 你認為「中區電子道路收費先導計劃」應採用區域為本收費機制，還是周街為本收費機制？原因何在？
無論是區域為本或周界為本都不合適，原因是電子道路收費計劃並不是治理本地交通問題的良方。舉例說明：正如本地的交通系統，公營立醫療系統也是世界數一數二，但輪候人龍經年累月都長，相信主因是公營醫療系統的服務與設施近年來已不足以負荷市民的醫療需求。另一例子：在 2014 年移師至啟德郵輪碼頭對外空地舉行的香港美酒佳餚巡禮，入場人次錄得七年來最高，可惜路只得一條，在馬路滯塞問題出現後，香港旅遊發展局唯有公開須呼籲公眾暫停前往。當日下午我和家人就是被困的士內無法前往展場，最後只好放棄到場參與。
4. 你是否認同「中區電子道路收費先導計劃」須在收費區交通流量最高的時段內收費？
由早上八時至晚上八時，流量最高時段和最低時段並沒有很大幅度的差距（見圖 4.3）。在一般車輛流動的情況下，以一段十分鐘的行車路程來看，連續三次以上的交通燈等候，已會造成

交通緩慢現象。

5. 你是否認同「中區電子道路收費先導計劃」不須要在星期日和公眾假期收費？ 你對於收費時段有何其他意見？

假如香港的五十多萬輛私家車（見圖 1.3）在平日因為收費而不駕車，那麼星期日和公眾假期就會多了私家車駕駛者。無論如何在假日，大家都不用為經濟活動，工作和上班上學而追趕時間，收費或不收費並不是最重要的因素去改變港人的生活秩序。適逢長假期，不少港人的選擇是離港外遊，特區政府絕對有相關數據用作參考。

6. 你認為「中區電子道路收費先導計劃」應採用那一個收費模式 ~ 對所有車輛劃一收費、根據車輛大小收取不同費用（即較大型的車輛需繳付較高的費用）或根據車輛的載客量收取不同費用（即載客量較高的車輛可付較低的費用）？

以香港這麼小的城市，劃一收費模式運作成本較低，相對簡單和適合。可惜，以當代香港來看，可以用錢解決的問題，根本不是問題。香港人爭分奪秒，即使是有車，免得過也不會隨意將車駛入交通嚴重繁忙地帶，畢竟時間就是金錢。

7. 你認為電子道路收費應定於那一個水準【（甲）假如是按日收費；或（乙）假如是按每次駛經收費（即每次經過收費點均收費一次）】，才能令駕駛者改變其駕駛行為？

假設其他客觀環境沒有重大改變，本人認為甲乙兩種方法都只會短暫及有限度地改變駕駛者的行為。160 多年的城市發展，令灣仔、金鐘及中上環，這地帶不單是商業區，亦是金融區和旅遊區，而且與民生關係密不可分，除了金融、商用大廈及相關設施外，其他常用的設施包括：住宅、學校、醫院、醫療診所、社區康樂與文化活動場所、會所、投注站、寺廟、龕堂、教堂、街市、政府辦公大樓、餐飲服務、名店、酒店、商場、店鋪、旅遊景點及碼頭等，可見除了港人，還有遊客都難以避免要進入或路經這個地帶。

8. 除緊急車輛外，你是否支持「中區電子道路收費先導計劃」向其他類型的車輛提供豁免/優惠？原因何在？

本人認為除了私家車外，其他車輛都可獲豁免或優惠，尤其是那些必須跟隨企劃的固定路線行走的公共服務車輛，例如：大型巴士及專線小巴。此外，電單車是可以替代私家車之餘，對道路負荷量較低的代步工具，其他車輛在十年內的增幅則很細（見圖 1.3）。

9. 短距離微波通訊科技需要每部車輛在進入收費區前安裝車內裝置以繳付電子道路收費；而自動車牌識別科技則需要在車輛每次駛進/駛離收費區或在收費區內道理行駛時拍攝其車牌。整體而言，你認為「中區電子道路收費先導計劃」應較適合採用短距離微波通訊科技，還是自動車

牌識別科技？

如果落實推行的只是先導計劃，實在是進退兩難。或者自動車牌識別科技會比較可行，否則難以要求全港被歸納為須要收費的車輛，強制安裝車內裝置以繳付電子道路收費。又如果特區政府效法新加坡政府在推出計劃的一段期間，為市民免費安裝車內裝置（見 4.2.32）也未必符合政府的執行原則，因為計劃並不是在廣泛實施階段。

10. 你對「中區電子道路收費先導計劃」的私隱保護有關注嗎？你的關注是甚麼？你認為這些關注應如何解決？

關於私隱保護這項極具爭議性的問題，大部份港人都日漸關注，畢竟特區的私隱保護法例發展尚未成熟，而在國際社會上，這個議題近年來都備受公眾關注及憂慮。

11. 你認為在評估「中區電子道路收費先導計劃」的成效時，應該採用甚麼指標？

在香港推行任何公眾計劃都需要有賴市民的合作，假如特區政府在交通運輸網絡，在各種配套措施和新市鎮發展上配合得宜的前提下，為市民生活便利及受惠的政策將有望順利推行。根據目前這份簡單粗略的資料，本人對於推出「中區電子道路收費先導計劃」的可行性，難作客觀評估。

12. 你是否同意「中區電子道路收費先導計劃」的收費水準需要定期檢討，並在有需要時作出調整，以維持其成效？

對於「中區電子道路收費先導計劃」的長遠成效，本人實在無法憑空想像。相信計劃將會受到特區政府的配套政策方針及行政效率，市民對政策的認同與經濟負擔能力及其他未知因素影響。對比「電子道路收費計劃」，香港更需要加快令多元化新市鎮出現，來為城市產生分流作用，例如：新界東北發展計劃與啓德發展計劃

13. 你對「中區電子道路收費先導計劃」所需要的配套措施有何建議？

除了灣仔繞道的工程外，其他需要為改善城市整體交通系統的配套措施包括：

- 加快公共巴士路線重組及敦促經營者因應社區變遷作出積極而適時的檢討與更新
- 政府實在有必要，利用行政方針作誘因，鼓勵的士及公共小巴業界（紅及綠 van）提升服務質素，令市民對業界的一些不良印象改觀，同時吸納新血加入的士及小巴司機行列，助行業可持續發展
- 增加公共停車場及泊車用地以減少車輛為找位泊車而在路面兜圈。
- 除了提高私家車首次登記稅和牌費外，對車主購買第二部及以上的私家車，考慮新增稅項以減低市民購買多幾部車的意欲
- 檢討地鐵票價調整機制，必須以越多人乘搭港鐵，收費越低為定價原則。現時的情況非

常不合理，我們是局住要「迫」「貴」鐵路的！

- 更廣泛地利用港鐵站地下通道及行人天橋便利市民過馬路，改善路面上人車爭路的問題（已見政府一直以來都有這類安排）

其他建議或意見：

有見每逢星期五塞車到處都特別嚴重，本人建議特區政府考慮利用控制車輛在交通高度繁忙地區駕駛，先用星期五來做先導計劃減少車流及減低碳排放，相信在高密度車流和空氣污染日益嚴重的香港，這類行政手段會收到預期的成效。計劃內容如下：先由私家車入手，本港的私家車車牌大致有二類，首位是由 A 至 Z 的英文字母及 0 至 9 的數字，實驗初期可在每個星期五從上午八時到晚上八時，禁止某一組私家車在預先規劃的指定地區行駛，例如：擬定 5/8/2016 的星期五，車牌首位有字母 A 至 D 或 0 至 3 的車輛均不准進入指定地帶，輪到 12/8/2016 的星期五，車牌首位有字母 E 至 H 或數字 4 至 6 的車輛均不准進入指定地帶，如此類推，車輛輪流地合作改善車龍問題，而違反規定的車輛會被罰款，試驗三個月至半年，隨即檢討成效，並積極跟進試驗計劃能否廣泛推行及所需要的配套措施。

群策群力，團結拼搏是香港人的精神，如果要令交通秩序改善，每位港人都有義務履行公民責任，越是多人投入參與，成效肯定越高。假若利用收費機制，大家就會從金錢角度出發，那麼響應計劃的人口範圍自然縮窄了，交通擠塞及污染問題始終存在，而且還會持續惡化！

當特區政府密鑼緊鼓找地方建設樓宇，開發景點，舉辦各種本土文化節目的同時，敬請將道路、交通及運輸及其他民生相關的設施一併考慮。香港不是休閒或退休人仕居住的理想城市，勞動力、效率、和靈活應變是香港的重要優勢，亦是城市動力的根源，假如交通系統未及應付容量膨脹及便捷暢通的條件，居屋單位數量再增加幾多，旅遊景點和文娛節目再多再豐富，也未必能夠配合到大眾市民的生活秩序與我們的城市發展！

高鐵工程，港珠澳大橋，西九文化區的工程進度，有令市民對特區政府的信任度有減無增，請特區政府將人力物力運用到最合適的施政方針上，因為執行公共政策的後果，是廣大市民都要面對的，期盼政府作出最英明的判斷。

E00039

HK ERP <info@erphk.hk>

對於政府建議在中環及鄰近地區進行電子道路收費先導計劃的意見

2 messages

S. N. Sue Lam <

>

8 March 2016 at 18:55

Reply-To: "S. N. Sue Lam" <

>

To: info@erphk.hk

Cc: hellosue <

>

對於政府建議在中環及鄰近地區進行電子道路收費先導計劃並就細節諮詢公眾三個月，本人希望提出意見：

本人年齡40歲畢業於香港大學商學院屬於中產階層，每年需要繳稅三萬多，需要供養父母同時亦需要供樓、供MPF、供保險，現在的情況可以說是入不敷支。對於政府建議在中環及鄰近地區進行電子道路收費的先導計劃，本人極力反對政府在現在這個經濟不明朗的環境之下，將改善道路擠塞的責任推卸到市民身上。

如果政府希望改善道路擠塞情況，其實可以有很多其他可行及建設性方法可紓緩現在塞車情況，而不是由把責任直接轉嫁至市民身上，令市民要承擔這不公平的額外徵收道路費用，我們這些小市民每年也要繳稅，提供合適環境道路建設是政府應有的負責，我們已經要繳稅、供樓、供MPF、供養父母、供保險，在入不敷支的情況之下，如政府堅持推行這不公平的額外徵收道路費用，只會令我們市民百上加斤。

另外，電子道路收費計劃只可能適合於外國實行，未必適合香港這地小人多的地方實行，因為在外地地方較大，道用使用者很多時也有很多道路選擇可以到達目的地；相反，香港就完全不同，在中環一帶的道路，未必有充足的道路選擇給予道用使用者選擇使用。如政府真的要推行此電子道路收費先導計劃，則變相是迫害道用使用者徵收額外收費，變成政府只是單方面的增加收入，而實際卻不見得可以真正紓緩到塞車的情況。

前文已提及，其實有很多建設性方法可紓緩塞車情況，建議如下：

- 1) 東區隧道海底隧道政府將收回，建議政府可考慮把東區海底隧道的收費降低至一定水平，例如：由現在 \$25的收費調低至 \$ 15，這樣一定可以紓緩到紅磡海底隧道一帶的塞車情況。
- 2) 另外建議東區海底隧道及紅磡海底隧道的收費處可統一以八達通自動收費，來代替現在一直使用的舊用方式 – 以現金收費支付方式，以縮短收費的程序，相信可大大紓緩到紅磡海底隧道的塞車情況。

希望政府真的可以提出有建設性方案，而不是罔顧香港市民的利益，只看顧政府的收益，藉着道路收費而增加政府收益。

如有問題可與本人聯繫。

林小姐

電子道路收費公眾諮詢建議書

2 messages

前線科技人員議政小組 <
To: info@erphk.hk

>

8 March 2016 at 22:57

就政府所作《電子道路收費先導計劃》諮詢，我們現提交相關建議書，詳情請看附件。

--

前線科技人員

請 Like 我們的 Facebook 專頁：

我們歡迎所有從事科技行業的有心人加入我們的 FB 群組：



《電子道路收費先導計劃》建議書.pdf

254K

就政府所作《電子道路收費先導計劃》的諮詢，我們希望就以下兩部份提供意見。

（科技）問題 9：短距離微波通訊科技需要每部車輛在進入收費區前安裝車內裝置以繳付電子道路收費；而自動車牌識別科技則需要在車輛每次駛進/駛離收費區或在收費區內道路行駛時拍攝其車牌。整體而言，你認為「中區電子道路收費先導計劃」應較適合採用短距離微波通訊科技，還是自動車牌識別科技？

（收費機制）問題 3：你認為「中區電子道路收費先導計劃」應採用區域為本收費機制，還是周界為本收費機制？原因為何？

科技前瞻性

政府在「問題 9」選定了自動車牌識別科技（車牌識別）及 RFID 作為選擇。誠然，兩者皆是成熟的技術並有外國的應用例子，但兩者皆是二十年以上的科技，如果香港在 2018 年或以後才實行的系統還是局限於舊有技術，一來顯得政府沒有前瞻性，二來亦對香港作為國際城市的形象有負面影響。

事實上，新加坡政府早已定下目標於 2020 年轉用第二代，以 GPS 為基礎的系統，並已於 2016 年 2 月批出工程合約。

政府在諮詢文件中亦粗略提及 GPS 的應用，但只是簡單一句技術尚未成熟作結，我們認為這是不全面的，亦未能反映最新的科技發展。

單純依靠人造衛星的定位系統的確會受環境例如高樓影響，但近年已有多種技術補足這方面的缺陷，例如：

- 1) Assisted GPS 借助無線電話信號協助定位
- 2) Wi-Fi positioning system 借助 Wi-Fi 信號協助定位
- 3) iBeacon 是 2013 年由蘋果公司公布的一項制式（Protocol），利用藍牙技術進行定位，距離可達十米或以上。

以上三款技術其一或全部都可以配合 GPS 使用，在樓宇密集的地區（例如中環）達至精準的定位。而 GPS 系統亦可以配合 RFID 系統使用，於進入或離開收費區時作更精準的記錄。1) 及 2) 在中環區尤其充裕，根本無需另行安裝。

鼓勵本地研發

的確，現時市面上並未有現成的產品可以做到混合 RFID, A-GPS, Wi-Fi positioning system, iBeacon 及 GPS 的定位裝置，但我們視此為機會而非阻礙。政府可資助本地的科技企業及大學一起進行研究，如果成功的話，更可將有關產品及經驗輸出到世界其他地方。

全面自動化道路收費

引入這種裝置的另一個好處，是可以趁此機會在全香港的汽車安裝自動收費裝置，全面淘汰人手收費。香港現有的自動收費系統 Autotoll 乃私人公司營運，使用者需支付月費，以致一直未能全面普及。另一方面，各收費道路仍以人手收費為主，只提供 2-3 條行車線供 Autotoll 使用，導致使用 Autotoll 的汽車很多時比使用人手收費的行車線更慢（尤其是以繁忙時間的東區海底隧道最為嚴重），完全發揮不到自動化的優勢。由政府主導的定位裝置，可分階段強制安裝在全港所有汽車安裝，進而全面自動化，減少塞車之餘亦可方便司機。

事實上，引進自動收費已經是全世界的大勢所趨，例如台灣在 2015 年已經全面自動化所有收費公路，香港再不追上便會顯得落後。

按距離或時間收費，是最有效及最公平的方式

政府在「問題 3」問到，收費機制應採用「區域為本」或「周界為本」。事實上，如果政府能採納以上提議，利用更精進的定位，則收費機制則不必受限於「區域為本」或「周界為本」，政府可以更進一步採用更公平及更有效率的「距離模式」或「時間模式」。

「區域為本」或「周界為本」的問題是對短時間進入收費區的駕駛者不公平，亦製造誘因使駕駛者於付費後更長時間的留在收費區內，對控制車流的目標造成反效果。

「距離模式」或「時間模式」則能更公平地按用者自負的模式收費，並促使駕駛者盡可能縮短逗留在收費區的時間。

新加坡政府打算於 2020 年轉用的第二代系統同樣是以距離收費。

前線科技人員

E00041

HK ERP <info@erphk.hk>

電子道路收費Quota系統2 messages

George Wong <

>

9 March 2016 at 10:19

Reply-To: George Wong <

>

To: "info@erphk.hk" <info@erphk.hk>

給運輸署:

香港中區塞車問題, 其實有很多原因, 政府在處理這問題之前, 有否做過調查, 到底是什麼原因而做成經常嚴重交通擠塞, 當然香港有先天性的地少人多問題, 而要解決這問亦不可用一些只參考或追隨外國的慣常做法, 而不進一步考慮一套是屬於和適合香港的系統, 因為外國的情況未必跟香港一樣。

我覺得新的電子收費系統, 是必須兼顧到每一個利益團體, 因為只採用一刀切的辦法, 必定會招至到不公平的現象產生。首先政府必須了解這個塞車的成因, 比如說在繁忙時間中, 究竟有幾成私家車, 貨車, 的士, 小巴, 大巴, 電單車等進入該區, 而當中車輛載客量, 和佔用路面多少面積的情況是必須了解, 當收集了數據, 經分析和整理後, 而建立一套名叫"電子道路收費quota 系統"。

假設每一個車種經分析後而定立不同指數:

私家車 : 8 (可調)

電單車 : 6 (可調)

貨車 : 5 (可調)

的士 : 4 (可調)

小巴 : 2 (可調)

大巴 : 1 (可調)

...

首先每一架車輪每3個月(可調)都會更生一個默認免費使用電子道路收費區域的Quota系數, 而該系數餘額是沒有累積, 假設Quota系數是12 (可調)

以一架私家車為例, 該車輪以上述的原則, 它可以在指定時間最終免費使用道路的次數/天數, 則如下:

$$12(\text{系數}) - 8(\text{指數}) = 4 \text{ 次/天}$$

而該車輪當用畢以上的quota時, 則須要支付道路收費系統

而同樣地, 一架巴士使用該區域時, 則有11次/天免費使用權, 其餘則要付費直至下一次quota更新時間為止。

若果使用以上的系統時, 則更有效管控/調節交通流量, 更顧及每位不同種型/行業而據有使用權利益的使用者, 在另一個角度看, 基本是一個雙贏的措施, 因為不會因為收費而增加社會通漲, 在香港這個特別國際都會, 我們必須建設一套適合這個地方的系統, 而並不是只搬外國的模式和只用單一收費去調節/解決所有問題, 最終這制度不是去懲罰使用者而是協助使用者更有效運用資源。

提議人 : George Wong

日期: 9/Mar/16

聯絡 :

E00042

HK ERP <info@erphk.hk>

電子道路收費計劃

2 messages

Hong Wong <
To: info@erphk.hk

>

9 March 2016 at 19:22

本人原則上不反對電子道路收費計劃，但我覺得單一的政策並不能完全解決道路擠塞的問題。

我覺得應同時減少私家車之續牌及停止發牌(或嚴格限制發牌)。另外，近年多了人使用單車代步。但礙於道路配套不足，部份人(包括我並沒有辦法使用單車上落班)。如 貴署能與區議會、路政署、康文署及其他政府部門協調合作，於全港各區增建及延伸單車徑，定能協助減少擠塞，並改善空氣質素。對大眾市民的健康，亦因增加運動而必有幫助，間接亦可減少醫療開支。

就中區電子道路收費先導計劃而言，收費區應包括目前最易擠塞的幾條道路(包括但不限於干諾道中、德輔道中及皇后大道中，由花園道至摩利臣街之範圍)，才能有阻於減少區內之擠塞。

收費機制應以周界為本，並在區內設置多個周界區，才能減少車輛重複使用繁忙路段而又不會在區內作不必要之車程。

根據統計數據及本人於中區所見，收費時段為工作日之07:00-20:00相當合理。

收費水平應按車輛類型釐定，私家車應收取較高之費用。但不應單以載客量釐定。因貨車或其他營運車載客量少，而其目的為載貨。如此向此類車收取較高費用，可能對運輸業界(小企業)有不良影響。

對有關之營運車輛及殘障人士之私家車可提供折扣優惠，但不應豁免。

短距離微波通訊用途較廣，又可即時收費，較自動車牌識別好。

沒有私隱方面的問題。

評估計劃其間，不同時間車輛使用量及使用路段之車輛類型，並同時統計周邊區域路面情況及車輛使用量。

視乎先導計劃最終計劃試行時間，如較長，便須定期檢討。

公共交通工具營運商須配合計劃，編配班次及提供不同轉乘優惠及時段優惠。另外，應鼓勵位於中區的公司與員工協商，安排彈性上下班。同時，政府亦可考慮在海旁增設行人徑、緩跑徑及/或單車徑，讓注重健康的人以健康又環保的方式上下班。

Hong

Electronic Road Pricing

2 messages

Madelaine Fraser <

>

10 March 2016 at 11:22

To: "info@erphk.hk" <info@erphk.hk>

To whom it may concern,

I am writing in reference to the public consultation of the Electronic Road Pricing scheme.

I do NOT think this is a good idea! Having lived in London previously, the congestion charge system does not, in my view, alleviate the traffic, it simply redirects it!

With the new Central bypass currently being built, this in itself should alleviate a lot of traffic once it is in operation. I believe the sensible approach would be to allow this new infrastructure to operate for a few years first to see if this does indeed alleviate traffic congestion. Charging people to use the roads will not stop them from using them. And if it does, it will simply divert traffic from one part of town to another, if people are not prepared to pay to use certain roads. So this doesn't solve any traffic problem, it just relocates it!

If you would like more of my views, I would be very happy to share more.

Kind regards,

Madelaine

電子道路收費計劃回應

2 messages

Rev. Yan < >
To: "info@erphk.hk" <info@erphk.hk>

10 March 2016 at 16:46

1. 原則上同意計劃。
2. 但是，必須要有免費替代路線才可執行，例如：要在中環灣仔繞道通車後才可執行，否則，對不是以繁忙區域為目的地者是極為不公。
3. 星期一至五繁忙時段可以是上午8時至8時、星期六是上午9時至8時。

建議者：殷兆威

中區電子道路收費先導計劃 - 意見

2 messages

ACCT LKK < >
To: info@erphk.hk

11 March 2016 at 10:33

致: 運輸署

本人強烈支持盡快實施電子道路收費計劃, 以改善交通擠塞問題。本人對落實細節並無建議, 惟希望政府採用最先進的科技實施計劃, 使計劃以最有效和最能保障私隱的方式進行。謝謝。

JKK Lee

response

2 messages

akersjone < >
To: info@erphk.hk
Cc:

11 March 2016 at 15:15

Sirs ,this a matter of great public interest unfortunately we have had insufficient time to study it and to convene the transport subcommittee of the infra structure committee of our organization ,the BPF, Business and Professionals Organisation We are distributing hard copies of chapter 4 and will convene and respond in due course .This will take some weeks I am afraid however we would not wish our response to be overlooked DAJ President



This email is safe.

E00047

HK ERP <info@erphk.hk>

Electronic Road Pricing - Public Engagemnet

2 messages

Ronald Taylor <

>

11 March 2016 at 22:58

Reply-To:

To: info@erphk.hk

Thank you for giving me the opportunity to comment on the proposed Electronic Road Pricing

Before addressing the specific 13 question mentioned in the Consultation Document, it is first necessary to ascertain whether any charging is appropriate.

The situation of traffic congestion throughout all of the SAR (and not just the Central District) needs addressing. If the Territory wide issues, when they have been fully addressed, still leaves Central (and other areas) congested it will be appropriate to consider ERP as a possible solution, but not until the Territory wide issues have been properly and fully addressed and implemented.

Congestion is caused, in simplistic terms, by the number of vehicles registered and how they are used, both travelling on the roads and parking / waiting on the roads. All need to be addressed.

Many roads throughout the SAR, and not just in Central, are congested by the number of vehicles parked or waiting. For example Queens Road West and Belcher Street, both three lane width, only operate as a single lane through much of the working day due to parked vehicles; there are many other in a similar situation. Even at Mui O, on Lantau, there is congestion near the Market due to parked vehicles. Congestion on roads would be very much reduced, and possibly even to a tolerable level except on certain roads, if there were no parked or waiting vehicles on the respective roads.

As a start to relieving congestion, road parking (and waiting) regulations must be better enforced. It is not a matter of the fine being too low; it is a matter of INADEQUATE ENFORCEMENT. If a habitual offender was "ticketed" every day, or even twice a day, the total fine would be substantial. For persistent offenders the driver (and / or the vehicle) should lose their licence for a period. In a short time much of the roadside congestion would cease.

Coupled with removal of on-street parking and waiting, more off street car parks need to be provided, not less as is occurring with the removal of the Murray Road Car-park. In Central use could be made of the lower level under the IFC; this area was constructed for the Airport Railway Arrivals Platform and Pick up and has be left unused since the Railway opened in 1998.

The number of vehicles in the SAR can be reduced by requiring vehicles to have an off-street parking area for when the vehicle is not in use at night times. Owners who do not have such a place should not be allowed to register their vehicle. Enforcement would be by night time ticketing of vehicles parked on roads and car parks intended for recreational use, such as in Sai Kung where it is now difficult for recreational users to park in the car parks provided for cars by recreational users since all the spaces have been taken by vehicles owned by adjacent residents. Parking of such vehicles should be on land associated with the development and not in car parks provided and intended for other uses. The occasional parking of such a vehicle would not attract any fine or enforcement action but consistent offenders would be fined and even have the registration of their vehicle revoked. This would help keep the roads clear of (illegal) on-street parking and in turn would reduce the number of cars on the roads.

If, after these Territory Wide measures have been implemented, there is still congestion in the Central District then, and only then, should ERP be considered as a further option.

Specific Questions

Charging area

Q.1 Do you have any views on how the boundary of the Central District ERP Pilot Scheme should be drawn up, and what are your reasons?

The boundary should be drawn up to allow vehicles not wishing to access the area to avoid entering it. For example the boundary should not impinge on traffic from Western District to North Point (for example). There must be viable routes around the area.

Q.2 Do you think some neighbouring areas of Central, say some parts of Admiralty or Sheung Wan, should be covered in the Central District ERP Pilot Scheme? If so, which area(s)?

If congestion in these areas remain once the Territory Wide measures set out above have been implements then it is reasonable to include other areas subject to their being viable routes around for traffic not wishing to access these areas.

Charging mechanism

Q.3 Do you prefer an area-based or cordon-based charging mechanism for the Central District ERP Pilot Scheme? Why?

The cordon based mechanism is fairer as it can target vehicles on the road, those causing the congestion, whereas the area based mechanism would equally penalise vehicles parked off the road but within the area.

Charging period

Q.4 Do you agree that ERP charges for the Central District ERP Pilot Scheme should be imposed throughout the hours in a day when the traffic flow is high in the charging area?

Charging should be based on the times of day when congestion occurs and not at times of when there is no congestion. It is immoral to charge for congestion when there is no congestion.

Q.5 Do you agree that Sundays and public holidays should be excluded from the ERP charges for the Central District ERP Pilot Scheme? Do you have any other views on the charging period?

As above charging should be based on days and times of the day when congestion occurs and not at times of when there is no congestion. It is immoral to charge for congestion when there is no congestion.

Charging level

Q.6 Which charging approach do you prefer for the Central District ERP Pilot Scheme – a unified charge for all vehicles, differential charges based on vehicle sizes (i.e. larger vehicles to be charged more), or differential charges based on a vehicle's carrying capacity (i.e. vehicles with higher carrying capacities to be charged at lower levels)?

The larger the vehicle the more congestion it creates. There is a tendency in Hong Kong for wider cars which take up more road space. Charges for such cars should be higher than for narrower cars, similarly for the length of cars. Each car can be given a congestion rating and charging based on that rating. Currently large cars often only carry one person plus the driver so it is unreasonable to charge the large car less than a small car.

Q.7 Do you have any suggestion on the range of ERP charge which you believe could induce motorists to adjust their travel behaviour when (a) ERP charge is levied on a per day basis; or (b) ERP charge is levied on a per pass basis (charging at each and every charging point)?

Charging should be on a per pass basis; if on a per day basis there is little incentive for a car not to cause more congestion having once entered the area that day.

Exemption and Concession

Q.8 Do you support providing exemption / concession to vehicles other than emergency vehicles for the Central District ERP Pilot Scheme? If so, what are the type(s) of vehicles and why do you choose them?

Any exemption should be given sparingly as the more exemptions given the less fair the exemptions become.

Technology

Q.9 DSRC technology requires the installation of an IVU in each vehicle entering the charging area for ERP payment, while ANPR technology captures the licence number plate of a vehicle every time when

it enters / leaves / circulates in the charging area. On the whole, would you say that ANPR or DSRC is a more preferable technology for the Central District ERP Pilot Scheme?

Any technology requiring a significant number of gantries, such as in Singapore, is not supported. Hong Kong is already sufficiently cluttered not to want more unsightly clutter. The London technology is hardly noticeable and Hong Kong should adopt a similar approach.

Privacy Concern

Q.10 Do you have any concern over the protection of privacy in the Central District ERP Pilot Scheme? What are your concern(s) and how do you think it/they could be addressed?

Any law abiding motorist should have no concern over privacy; it is those who feel some guilt who have a concern over privacy. However information gathered on vehicle locations should be kept confidential and not disclosed unless under a court order or the like.

Effectiveness

Q.11 What indicators do you think we should use to evaluate the effectiveness of the Central District ERP Pilot Scheme?

Once ERP is introduced, even as a Pilot Scheme, it would be here to stay; hence any evaluation would be solely for fine tuning the details. The effectiveness can only be assessed by a reduction in the number of vehicles in the cordoned area and the speed of traffic (in particular public transport) within that area.

Q.12 Do you agree that the charging level should be reviewed regularly and adjusted where necessary in order to maintain the effectiveness of the Central District ERP Pilot Scheme?

Yes

Complementary measures

Q.13 Do you have any suggestions on measures which could complement the implementation of the Central District ERP Pilot Scheme?

Yes, effective enforcement of waiting and parking regulations in the area. The continual ticketing of the cars waiting on the road, such as in Jackson Road, Charter Road, Connaught Road, Glenealy etc. This should be undertaken before any implementation of the ERP Pilot Scheme to ascertain whether the ERP Pilot Scheme is in fact necessary.

Yours sincerely,

Ronald Taylor

(no subject)
2 messages

Shankarlal Sureka <>
Reply-To: Shankarlal Sureka <>
To: info@erphk.hk

12 March 2016 at 15:05

I am strongly opposed to electronic road pricing.

E00049

HK ERP <info@erphk.hk>

Consultation on Road Pricing

2 messages

R Brothers <
To: info@erphk.hk

>

12 March 2016 at 16:07

Dear Sirs

I write to support ERP. It is an entirely correct principle that the consumer should pay for those roads that in terms of real estate cost society the most. The Road Research Laboratory in England conducted a detailed study on this 50 years ago. Their conclusion was also in favour of ERP but they also stressed that it should not be considered as a money raising exercise. ERP should be used entirely to "smooth out" peak congestion and money so raised should go to reducing or eliminating entirely vehicle road tax. ie they considered that it was unfair if the motorist was charged to use the road, he should also be charged a second time by way of road tax.

The introduction of ERP should also apply to all government owned tunnels thus eliminating existing means of manual toll collection. This measure in itself will not reduce congestion at the tunnels - the constraint is the number of lanes rather than the means of collection. It will however eliminate a significant running cost for these facilities. The only reason why the introduction of "peak" charging should be treated with caution is that motorists, realizing that if they slowed down or parked for say 5 minutes they could use a road more cheaply, could in itself result in congestion.

Yours faithfully

RJF Brothers

Submission on Electronic Road Pricing Pilot Scheme

1 message

David M Webb <
To: info@erphk.hk

>

12 March 2016 at 18:06

Dear Transport Department,

Please find attached the submission of Webb-site.com. If you publish our submission, please use the original PDF. Do not print it out and scan it back in, otherwise the links will break.

The submission is also available on this web page:

<https://webb-site.com/articles/erp.asp>

Regards

David M. Webb
Editor, Webb-site.com
Tel:
Skype

 **Submission on Electronic Road Pricing.pdf**
141K

Speak out! Put market forces to work on the roads. Read our response and then tell the Government whether you agree or not. Consultation ends this Friday, 18-Mar-2016.

Submission on Electronic Road Pricing

12 March 2016

This is the response of Webb-site.com to the [Electronic Road Pricing Pilot Scheme public engagement document](#).

At last, the HK Government appears willing to do something that will upset vested interests for the greater public good. We support this. Road pricing is not in fact a new concept in HK - there are already charges for various tunnels, bridges and the Route 3 Country Park Section. Lessons can be learned from the implementation of those. It is remarkable that [the tolls on all of those](#) are the same at every hour of the day. This is not optimal.

Even the MTR has an [early-bird discount](#) (or if you prefer, a premium outside that period) in urban areas to shift demand, although they don't follow through with differential pricing around the evening rush hour. Remember, you [stripped the MTRC](#) of its fare autonomy some years ago, and if you won't let them increase fares at peak times then they can't discount at off-peak times without losing revenue.

In response to the [specific questions in Appendix 4](#):

Charging area

For any chosen area of HK, some traffic normally passes through that area to destinations outside it (**through-traffic**) while other traffic has a destination within that area (**destination traffic**). If the charging area is too small, then some of the destination traffic will shift its destination to just outside the boundary, rather than not coming at all. For example, if you draw a small area with a car park just outside it, then that will boost revenue for the car park and reduce the deterrent to vehicle journeys. Congestion near the car park may even increase. Take care to ensure that the roads near the boundary can handle the increase.

Through-traffic will tend to avoid the charging area, increasing traffic on roads near the boundary, so please ensure that these roads have sufficient capacity, or if they don't, then they too must have charging, perhaps at lower rates, the further away you get from the core charging zone, so we may need a core zone and an adjacent secondary charging zone.

Open data

There is only a need for charging at times and in areas where vehicle speeds are below a target threshold. The Government collects, or should collect, detailed data on existing road traffic, but we are not aware of how detailed this is - whether, for example, it counts vehicles passing specific points in narrow time intervals. We call on the Government to [publish all the data](#) in an open, free, machine-readable form, with real-time updates, so that the community can analyse it, suggest where more data are needed, and help to design a solution. With insufficient data, we cannot make further comment on the charging area.

Charging mechanism

The objective of ERP is to reduce congestion, so this logically requires the **cordon-based** mechanism, charging vehicles whenever they cross a boundary. You misleadingly call a scheme in which vehicles are only charged once per day, regardless of the number of journeys, an "**area-based**" mechanism, but it is in fact a **daily-rate** mechanism for crossing a cordon. In the daily-rate mechanism, vehicles are only charged for the first visit and not subsequent visits to the congestion zone. A daily-rate would have only a minimal impact on congestion, particularly because a large portion of the traffic comprises vehicles which visit multiple times per day, including buses and taxis. In a daily-rate mechanism it is also harder to vary the charge based on demand at different times of day.

A charge should be made on both entry and exit during congestion times, otherwise the congestion will be higher in the evening rush hour. Some car owners may drive to work early in the morning, when the charge is low or zero, park their car in a car park and then leave in the evening rush hour, so they must be charged for the evening congestion. Coming to work early shouldn't exempt you from congesting the roads in the evenings.



Taxis

Taxi drivers or owners may complain about the ERP proposals and embark on their usual protests. The solution is to incentivise them to support ERP. Taxis should be allowed to charge the passenger double the congestion charge for a journey which enters or exits the zone, so that if they enter or leave empty, then their cost will be covered, while if they have passengers in both directions, then they will make a profit on the charge. Only if they are empty in both directions will they make a loss. Remember that private cars are more efficient users of road space than taxis, because they only occupy roads when they are actually on a journey.

Charging period

Charges should be calibrated to achieve a target average traffic speed, balancing the supply of road space with the demand for it. If the actual traffic speed is too low, then the charge should be raised. Conversely, if the speed exceeds the target, then lower the charge. Consequently, charges should vary at different times of day based on demand. At certain times of day (particularly overnight) the charge will consequently be zero. The tariff should be reviewed on a regular basis (say, every 3 months) so as to maintain the target traffic speed in response to shifting demand.

There is nothing special about Sundays or public holidays except that demand may be lower then, justifying a zero charge, but if the weekday charging results in a shift in demand to Sundays then congestion charges may be needed. It is important not to raise expectations that Sunday should be a free-for-all day on which congestion does not matter. In some shopping areas, such as Causeway Bay, you may find that congestion is very heavy on Sundays. Stick to the principles and charge only to achieve a target traffic speed, regardless of the day of the week.

Charging level, exemptions and concessions

Resist the political temptation to combine social engineering, vote-buying (in the transport sector) or social welfare with traffic management. If you exempt sectors or charge based on irrelevant factors then those who pay will feel that they are being charged to offset the congestion caused by those who don't, and the scheme will fail to gain public acceptance.

The approach should be strictly based on the road space occupied by a vehicle and agnostic to the number of passengers it carries or could carry. So a car, taxi and light goods minivan should all pay the same amount (call it **X**), a motorcycle should pay 0.5X, a minibus or a light goods vehicle

1.5X, while a heavy goods vehicle or large bus should pay 2X.

This will still result in a per-passenger cost which is lower for buses than cars, incentivising the use of buses, which are more efficient users of road space except when they are empty or nearly empty. 40 passengers on a bus that pays 2X will pay (via the bus fare) 0.05X each, while a person in a private car with no passengers will pay 20 times that. It is up to bus companies to structure their routes and frequencies to achieve higher occupancy so that the congestion charge is spread more thinly across fares. They may also add a small surcharge for congestion periods, incentivising passengers to use off-peak times.

A per-vehicle charge also incentivises ride-sharing in cars and taxis. However, please see our article [Busting HK's road transport cartels](#) (14-Dec-2015). One of the causes of congestion at peak times is that the Government refuses to issue more licenses for public light buses (PLBs) and non-franchised buses, so those who need to travel by road use private cars instead.

Electric vehicles don't produce road-side emissions, but they still occupy road space, slowing down the vehicles behind them, so they should pay the same as other vehicles.

The only sensible exception is emergency-services vehicles. Other Government vehicles, including the black, chauffeur-driven limousines that ferry our senior officials and civil servants around, should pay the charge, even though the revenue goes back to another Government department. It would at least impact the departmental budget and make them think about using public transport as most people do.

Technology

What you call Dedicated Short-range Radio Communication (**DSRC**), or put simply, tagging, is the way to go. We also suggest that the tags be easily removed and replaced, so that people who share the usage of a vehicle (such as taxi-drivers who rent a vehicle for a shift) can use their own tag. However, with a tariff based on vehicle size, there must of course be random checking using road-side cameras to ensure that people don't buy a motor-cycle tag and use it on a heavy goods vehicle.

Parking, stopping, and lay-bys

The same DSRC technology should be deployed in all parking meters in HK, so that vehicles are automatically charged when they park and until they leave. All lay-bys should also have meters. There should be a free period of 5 minutes for pick-ups and drop-offs. If your vehicle is still there after 5 minutes then you will be charged, and if it is a lay-by, then at a premium rate (say, double the normal parking rate), because a lay-by is supposed to be a drop-off and pick-up area, not a parking zone, and you need higher availability.

This will stop the frequent practice of drivers hogging lay-bys and parking spaces without paying, triggering other users to stop in the road lanes. Charges on parking meters should be raised to meet demand - currently they do not exceed \$2 per 15 minutes, which is, in many places, about one third of the cost of car parks. This often results in criminals controlling the spaces and creaming off the difference in "valet parking" rackets.

Road lanes should also be strict no-stopping areas during congestion charging times, because a prime factor in congestion is when drivers stop in a curb-side vehicle lane waiting for their bosses or unloading goods, blocking an entire lane and causing dozens of vehicles to have to manoeuvre around them. Penalties must be raised and enforcement increased.

Privacy concern

There can be no real issue surrounding privacy. That was really just an excuse that the Government used the last time it proposed ERP, to avoid tackling vested interests in the transport sector. The reason not to be concerned is that the level of surveillance already open to the Government with its network of CCTV cameras and access to cellphone location data (from triangulation of base stations) means that tracking vehicle number plates does not materially increase the intrusion. If you are on a secret mission then you can always wear a disguise and take public transport using an Octopus card bought with cash.

Effectiveness

Obviously the effectiveness should be determined by whether the tariff has achieved the target traffic speed, no more and no less. Yes, the tariff should be reviewed, we suggest quarterly.

Numerous factors affect road demand, including weather (demand may be higher in the hot-and-rainy season when walking is less attractive), fuel costs, incomes and alternative transport costs.

Complementary measures

Yes:

- See our proposals for parking metering and lay-by charges above.
- See our proposals in the article [Busting HK's Road Transport Cartels](#) (14-Dec-2015)
- Abolish First Registration Tax (**FRT**). Owning a vehicle does not increase road congestion or air pollution. Using it does. See our article [Traffic Truths](#), 1, 13-Apr-2011.
- Abolish annual vehicle license fees for the same reason.
- To reduce air pollution, reintroduce diesel duty and charge LPG duty too. For vote-buying and socialist reasons, duty on diesel and LPG has been set at zero while petrol duty remains at \$6.06 per litre (unchanged in years). So goods vehicles, taxis, buses and minibuses are not paying for the air pollution and the consequent [health care costs and economic losses](#) caused by illness. You probably need to raise the duty level on petrol too.
- The revenue from road pricing and taxing LPG, diesel and petrol can offset the revenue lost by abolition of FRT and vehicle license fees.
- After limiting road usage with congestion pricing and deterring illegal parking/stopping in vehicle lanes with stiffer fines and enforcement, consider introducing dedicated cycle lanes and/or widening pavements for pedestrians by dropping one of the vehicle lanes. Encourage cycling with bike rental and parking facilities as many major cities have done.

Have your say

Do you agree or disagree with the Webb-site view? Submit your views to the Government anonymously using [this form](#), or by e-mail to info@erphk.hk. The consultation closes on 18-Mar-2016.

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Topics in this story

- [Road transport](#)
 - [Tax & budget](#)
-

對電子道路收費計劃意見

2 messages

Chan, Danny <

>

12 March 2016 at 22:51

To: "info@erphk.hk" <info@erphk.hk>

致電子道路收費計劃諮詢辦公室，

本人居住在上環荷里活道，因為太太工作地區交通不便，須駕駛汽車上班並租用上址停車場，週一至週五早上七時從上環駕車上班，下午六時許返回停車場。

對於電子道路收費計劃，本人對諮詢文件上的問題有以下的意見：

問1：我希望收費計劃可減少車輛在繁忙時間在區內引起的交通擠塞，特別是一些在下班時間停在路邊等候老細下班的“老細車”。他們常常停在上環荷里活道一帶等候，慢駛及停不在路邊的空位等候，而不停在停車場內，引起交通擠塞。如果計劃能夠減少這些車輛，我不反對收費，但要考慮收費到區內居住而有須要駛車代步的居民的影響。因為收費區的道路為區內居民出入住宅停車場必經之路，收費會對本區有需要駕駛出入的居民帶來很大負擔。

問2：除了中區，上環及金鐘地區也應納入收費區內。

問3：我效傾向周界為本收費機制，可以減少車輛在區內逗留，兜圈等。

問4：我同意計劃須在收費區交通流量高時段收費。

問5：我認同不須在星期日及公眾假期收費。

問6：我認為應採用劃一收費。

問7：我認為（乙）按每次駛經收費效佳。

問8：我同意計劃向接載傷殘人士車輛，專營巴士及收費區內居民的私家車應獲豁免。因為在收費區內居民的私家車大部份時間只把車輛泊在區內私人停車場內，對繁忙時段的路面交通相對影響效少，理應仿效「倫敦計劃」為區內居民名下其中部私家車作出優惠（例如一折收費，或豁免繳費等）。

問9：我認為知距離微波通訊科技較適合。

問10：我認為「新加坡計劃」的短距微波通訊科技已經私隱保障。

問11：採用指標可以包括繁忙時段的平均車速，週一至六平均每日交流流量，平均每小時交通流量。

問12：我同意收費水平需定期檢討有需要時調整，首次檢討可考慮計劃實施後第四至五年進行。

如有需要可以電 聯絡本人。

Best Regards,

Danny Chan

Sent from my iPad

E00052

HK ERP <info@erphk.hk>

ERP Consultation

2 messages

Harris < >
To: info@erphk.hk

13 March 2016 at 10:36

Dear Sir

I respond to the Electronic Road Pricing Scheme consultation as follows:

- 1) The aim appears to be to reduce congestion in certain areas
- 2) The number of private cars in Hong Kong has risen greatly in recent years
- 3) Deterring vehicles from entering some areas will probably worsen congestion elsewhere
- 4) Combinations of modes of transport e.g. Park and Ride, are impractical in Hong Kong as there is insufficient space for a meaningful facilities to be implemented
- 5) I believe the situation in Hong Kong is partly due to disparity in tunnel fees between Kowloon and Hong Kong

I note that Singapore introduced a Vehicle Quota System some time ago to limit the number of vehicles on the road. This is not possible in the UK or Sweden, both of which have remote rural areas where a car is necessary.

I do not agree that electronic road pricing should be introduced, unless other direct measures, such as a quota system for private vehicle licences, is introduced. ERP will likely lead to additional congestion in areas outside the charging zones. Government should be taking measures to reduce the number of vehicles on the road.

Regards

Geoffrey S. Harris

E00053

HK ERP <info@erphk.hk>

電子道路收費先導計劃

2 messages

00315920 peterkwok12 <

>

14 March 2016 at 08:36

To: info@erphk.hk

致: 運輸署

運輸署長

執事先生們台監

中環及其鄰近地區的電子道路收費,

可能祇能做到暫時的紓緩,或若收費低便甚至變成無助的計劃。若收費高便影響民生。

因此首先要正確地找出,形成道路交通擠塞車的主要原因?

根據查詢各行各業的駕駛人仕們的提供指出:

(一)中環不是因太多車輛一齊行駛該段路而造成塞車。是因為很多私家車慢慢駛或停泊在大街小巷的路邊,等候他們的老板或高層人仕來坐車而造成交通路面的擠塞。

解決方法,請政府可即試驗,派出交通警察和督導員在煩忙時間註守那段路邊,祇准車輛上落客貨後,必須立刻駛離開,否則便立即給原告票,若仍不離開,每幾分鐘又再不斷的給另一張告票,到該車離開為止。

(二)在十字路口和交通燈位,當仍是綠燈時,但前方對邊路面無空位時,車輛仍然駛前,置停於防止阻塞通道的黃色格段,到了轉紅燈時,導致另綫路上的車輛無法流暢的通行,形成交通擠塞。

解決方法,請派員在十字路口和交通燈位,嚴厲執行,當車輛在其前方:路口邊或紅綠燈位的前方無空位時,仍駛車置於十字路口處,而使道路擠塞,便立即給原告票。(因現時沒有加意執行,導致很多人不守規則。)

請政府試行在港九新界,各擠塞車點地帶,嘗試用以上兩種的建議方法。

最初派員註守去執勤處理給告票。

並加強在傳媒廣播,告知市民,跟著由幾時幾日開始,便會使用錄影系統在各區各處地點,安裝拍攝,祇要車輛違反規定。該車輛便會收到作証照片和告票,給其去交罰款。

(三)如何解決增加,去使達到有長久效益的車輛在路面上通道空間。

政府已不停地擴展新的道路。但好像欠缺了把現有的路面使用上去策劃改善,如取消某些街道的泊車位,改為雙綫?雙程行車?使行駛車輛有多些空間使交通更順暢。

增加車道,請可參考我們中國,廣州,上海市的高架行車橋道。

例如:由旺角警署建築可直達至尖沙咀之彌敦道的中間位路面上,築建高架橋給車輛來回的高架橋。便應可解決彌敦道經常塞車的情況。

另如中環和其他區各處也可推行。

在新擴展的道路時,也請預計未來。

(四)車輛泊位不足問題。請政府可否在賣地給建築商時,規定所有的豪宅單位有多少個時,必須也要有相等的車位(或多過也可)。便不會使街外的出租車位越來越不足。

另請在某些合適的地點,賣地時政府訂定列明該物業必須承辦為政府設建有xxx百個公眾車位,並依照規定的時租月租收費的統一合理價。

這樣便不會使市民因車租位太貴,而不把車泊上車場,以後晚上便不會通街路邊都泊滿車了。

政府參考外國的電子道路收費由在1983至今,時間已達30多年了。

此項目應該不太符合香港地區,

是解決不了交通道路擠塞的問題。

而政府的諮詢文件也說到可能會影響到市民大眾的民生和商業社會的經濟上帶來不便與損失。並且政府也說,到底要如何實行和增加部門人手與設備等等,也都當複雜。

我在此懇請政府各位執事大人勿免強去實行,最怕到時浪費了資源,又得不到效益。以上是我個人議見,若有不是錯誤之處。敬請原諒!

小市民 Peter郭 敬禮

14/3/2016

E00054

HK ERP <info@erphk.hk>

Re: Response to Electronic Road Pricing Pilot Scheme

2 messages

Kam Chris < >

14 March 2016 at 08:47

To: "info@erphk.hk" <info@erphk.hk>

Transport Dept.

Dear Sir,

Referring to Q.9, the initial cost, running cost and the maintenance should be compared in selection of a more preferable technology. Thank you for your attention.

Best regards,

Kam Kin Pong

Yes to ERP

2 messages

Jon Resnick < >
To: info@erphk.hk

14 March 2016 at 08:59

Dear Transport Department,

I have lived in Hong Kong since 1982 so I have seen how congested and polluted the roads have become over 34 years. Sadly, back in the mid-1980's, the proposal for ERP was blocked by the public and nothing substantive has happened since.

I fully support the Central District ERP Pilot Scheme and sincerely hope ERP can be rolled out in key traffic congestion hotspots throughout Hong Kong to help control the overcrowding and pollution on our streets. I also hope the pricing will be high enough so wealthy car owners don't abuse the system.

So I say YES to ERP!

Regards,

Jon

E00056

HK ERP <info@erphk.hk>

ERP

2 messages

David Holdsworth <

>

14 March 2016 at 09:24

To: "info@erphk.hk" <info@erphk.hk>

I support both the introduction of ERP and Webb-site.com's suggestions.

David Holdsworth

Chairman, Pamfleet

Tel:

Fax:

Email:

E00057

HK ERP <info@erphk.hk>

Toll

2 messages

Raymondchan /CFS <

>

14 March 2016 at 09:55

Reply-To:

To: info@erphk.hk

Dear Sir,

Regarding toll fee introduction, I disagree and think this is a terrible idea. HKSAR should not start this practice as it's a solution that will result in much bigger problems in Hong Kong traffic macro condition.

The answer is a big "NO"

Warm regards

Raymond Chan

General Manager

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E00058

HK ERP <info@erphk.hk>

中環及其鄰近地區推行電子道路收費先導計劃提出意見

2 messages

< >
 Reply-To: "" < >
 To: info@erphk.hk

14 March 2016 at 10:12

Dear Sirs,

I find that the proposal of 中環及其鄰近地區推行電子道路收費 is a really terrible idea.

You have addressed this issue by pricing without understanding what is the cause of all the congestion.

The toll is going to affect residents who has no choice but to en-route through upper level roads, such as Kennedy Road, Caine Road, Robinson Road which are not designed to handle all the traffic. This happened during the occupation Central 79 days and all hell broke loose. I do not think you can encourage this to happen by levying additional costs to residents around that area.

I am of the view that the following need to be done before any toll is considered:

= western tunnel toll fee same as Hung Hom tunnel

= eastern tunnel toll fee same as Hung Hom tunnel

= reorganize bus routes so that there are less route overlap in the 中環及其鄰近地區 area

= make more bus and other public transport inter-change points around 中環及其鄰近地區

= strict parking monitoring by wardens so that all roads are meant for trough transport

= move all government, court and legislative premises out of 中環及其鄰近地區 to reduce traffic

= increase half hour free parking for private cars with "domestic drivers" so that they can wait for their boss in car park instead of the road side

= build more roads from Western mid-level directly to western tunnel without going through all the old districts with many traffic lights

If toll were to be levied, then proper subsidy (such as rate reduction for those properties) should be given to domestic residents in the who have to use the road through the 中環及其鄰近地區 area, because they cannot avoid going in and out of toll area.

Residents cannot be responsible for paying for bad town planning by the government. After all, your salary comes out of taxes and duties, which is paid by Hong Kong citizens, residents and business. We do not support you, as professionals, to solve our problems by levying charges/ toll/ taxes on us, but to properly shoulder the responsibilities and manage. Show us some back bone please.

I note the following condition of which I would response as follows:

- . It is optional for any member of the public to supply his / her personal data in providing views on this public engagement document. Any personal data provided with a submission may be transferred to the relevant Government bureaux and departments and their authorised agents for purposes directly related to this public engagement exercise. The relevant Government bureaux and departments and their authorised agents receiving the data are bound by such purposes in their subsequent use of such data.

Noted

The names and views of individuals and organisations which put forth submissions in response to this public engagement document ("senders") may be published for public viewing after the public engagement exercise. The Government may, either in discussion with others (whether privately or publicly), or in any subsequent report, attribute comments submitted in response to this public engagement document.

Noted. But I do not want my name published.

3. To safeguard senders' privacy, we will remove senders' relevant data (if provided), such as residential / return addresses, email addresses, identity card numbers, telephone numbers, facsimile numbers and signatures, where provided, if we publish their submissions.

Noted

4. We will respect the wishes of senders to remain anonymous and / or keep the views confidential in part or in whole. If the senders request anonymity in the submissions, their names will be removed if their views are published. If the senders request confidentiality of their views, their submissions will not be published.

Noted. I only want my name to be published as initials, not full name please.

If the senders do not request anonymity or confidentiality in the submissions, it will be assumed that the senders can be named and the views can be published in their entirety.

5. **Noted. I only want my name to be published as initials, not full name please.**
-

Submission on Electronic Road Pricing

2 messages

Wai Leung Tang <

>

14 March 2016 at 10:42

To: info@erphk.hk

I have just read the David Webb opinion on this consultation and agree with it. I do hope that the HK Govt implements a charging system to deter the massive congestion in HK and Kowloon. Luckily, I live and mostly drive in the New Territories, and am able to avoid these more congested areas in the main. However, I wholehearted agree that it is about time that those people who block Central while waiting for their bosses pay for that privilege (I say privilege as the police never penalise them for it). Whatever the decision is, we need a road charging system rather than the current procrastination over one. Thank you.

I tried submitting on your online form but there was no response after hitting 'submit' so it is unclear whether this ever went through. Obviously a design fault. I hope that this is not how the road pricing system will also be implemented.

--

Wai Leung TANG

E00060

HK ERP <info@erphk.hk>

ERP public consultation

2 messages

Neil Thomason <
To: info@erphk.hk

>

14 March 2016 at 11:52

Sir, please see attached my submission to the public consultation on Electronic Road Pricing in Hong Kong.

It is not in the specific format requested but I hope the issues discussed can be included for consideration.

Regards

Neil Thomason.



Transport Department.docx
690K

Transport Department**Hong Kong SAR**

Thank you for offering the opportunity for Hong Kong residents to comment on the proposed electronic road pricing scheme. I would like also to comment on road congestion in other areas.

As an introduction to my views I agree with commentators who have pointed out the huge discrepancy between the cost of private land in Hong Kong and the free use of road space. Given the superb public transport noted in your briefing document, the use of private vehicles in Hong Kong's congested area is a real privilege, which given away freely impairs the travel of those more public spirited citizens using buses and minibuses.

I own a small car and use it though not so often and largely for trips to places inconvenient via public transport.

1. Central proposed ERP.

I wonder if the prevalence of **chauffeur driven vehicles** in Central means that a slightly different ERP model to those in European cities might be warranted. Chauffeur driven cars tend not to park all day in car parks. Instead they appear to leave Central for much of the day but in the busiest times return in large numbers and either circulate causing congestion and pollution, or park on-road causing congestion. Clearly parking in drop-off zones or on the roadside is an enforcement issue but if without ERP stricter enforcement would simply force vehicles to circulate then nothing much might be gained.

But the issue argues for either (a) a system which charges vehicles **per passage** as they pass certain points. Charging vehicles in effect for circulating would co-exist well with much stricter enforcement of on-road parking restrictions.

The alternative (b) of charging vehicles for **time spent** – every minute - within the zone would work well if some form of relief can be administered for any time spent on private land.

However a simple daily charge as in London would only encourage chauffeur driven vehicles to hang around adding to congestion all day.

I would like to add that the issue of road space where drop-off is permitted being occupied by parked chauffeur driven vehicles is causing problems at otherwise well designed road layouts. From Queens Road into Pedder St, the rightmost lane is often blocked by a backup of taxis and the middle lane by traffic aiming to go straight ahead blocked by stationary traffic ahead. Whilst Pedder St itself is clear. The taxi rank in Pedder St, whilst very convenient does have its capacity hampered by other traffic stopping taxis pulling out efficiently. Private vehicles dropping off alongside the taxi rank and occasionally the Kowloon taxis waiting ahead cut the flow of taxis picking up passengers by perhaps more than 50% of potential leaving a sometimes long queue of both people and taxis - even with passengers walking back up the line of taxis so they load 3-at-a-time. And this cuts the main flow along Queens Road.



Queen's road central – one of the lanes into Pedder St blocked because traffic cannot proceed straight ahead.



A small reduction in traffic volumes avoiding this type of situation could produce huge benefits.

2. Causeway Bay

As a Jardine's Lookout resident may I comment of traffic in Causeway Bay.

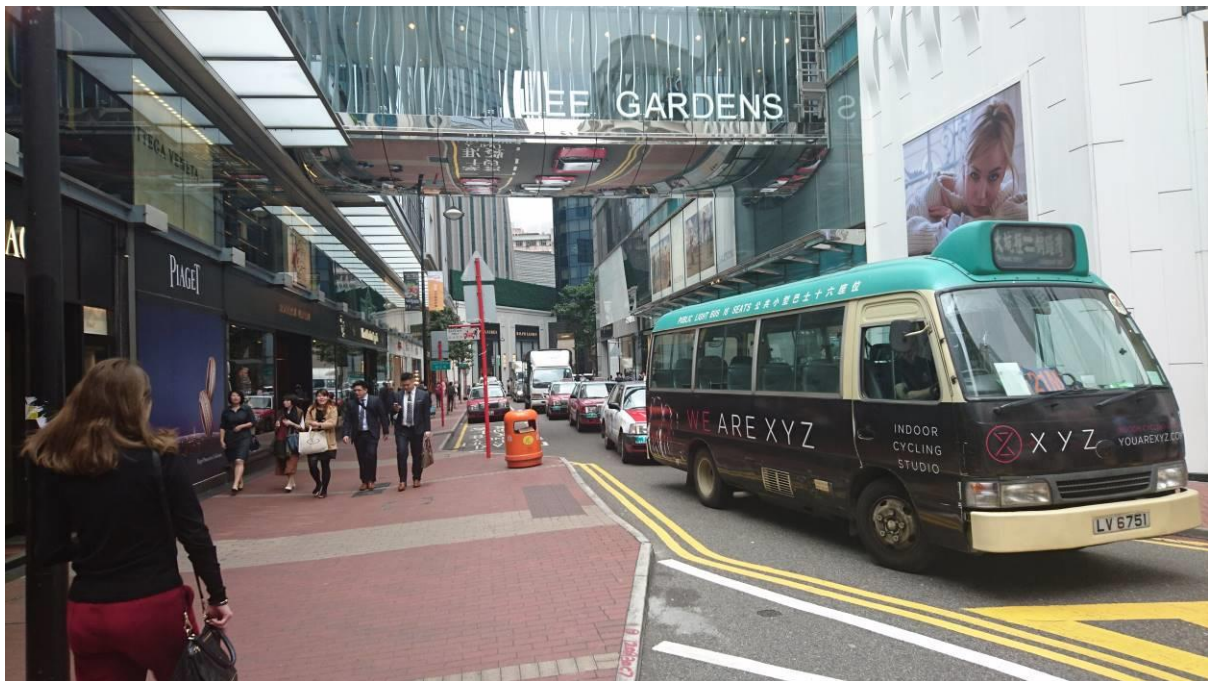
The issue is most prominent on Saturdays when large numbers of chauffeur driven vehicles circulate awaiting instructions to pick up their passengers. The particular area that affects us is the loop of Yun Ping St, Lan Fong St and Hysan avenue. These are roads used by a number of minibuses, but are a complete jam on Saturdays. Note that the right side of Lan Fong road (West side) is a pick-up-dropoff lane. However I attach a couple of pictures of a situation where the whole lane is occupied by parked vehicles doing no dropping off or picking up. One vehicle wants to park and is holding up traffic along the whole length of Yun Ping St.

This affects us because Saturday is a busy shopping day and the minibuses are really held up by the jams. Whilst the 14M route takes a driver 20 minutes or less to complete the round trip without traffic congestion, on Saturdays it consistently takes significantly more than an hour. So even if the operator lays on three times as many vehicles, the capacity is reduced, is inadequate, travel times are much increased and it is not the fault of the operator. For example it can take 15 minutes just to transit down Broadwood road, such is the impact of congestion downstream.

I do appreciate how wonderful it is to have one's own private vehicle and chauffeur to take oneself and family shopping. In the distant past few people could afford this and so as each made the grade as it were, there was no capacity problem. But this is no longer the case, has not been for quite some time and given the excellent public transport options argues strongly for ERP in Causeway Bay in addition to Central.



Lan Fong Road – just one vehicle waiting to park in the already full dropoff zone ...



... causes gridlock all along Yun Ping St



Vehicles parking in dropoff zones anywhere force others actually just dropping off to hold up traffic in lanes that should be clear. Here in Pennington St, taxis are unable to emerge from the taxi rank because stopped vehicles unable to use the dropoff zone for its intended purpose restrict the flow to one lane instead of two.

3. Cross Harbour taxis and tunnels

I refer to the reality that taxis generally like to work one side of the harbour or the other. The cross harbour taxi stands offering trips for only one tunnel toll are welcome but not the perfect solution. For a prospective passenger not in the vicinity of one of these it is quite costly to travel to one and change taxi, although this would be the public spirited action. This is because each flag fall adds \$6 to the fare (first 2 km, whereas once underway 2 km is only \$16). And if the trip is more than 9 km, a single taxi would reduce the rate of charge to \$5 per further km whereas using two taxis delays this benefit. And often there would be a bit of a diversion costing time and money to route via a cross harbor taxi stand. All this totally outweighs the benefit of saving \$10 or \$15 on the taxi's return tunnel toll.

The result of the current system is taxis spending large amounts of time queueing (engines running) for return trip passengers, and therefore (a) empty taxis, rather than waiting, causing congestion in tunnels and (b) taxis therefore reluctant to accept cross harbour trips away from the side they prefer to operate.

May I make a suggestion that (a) the taxi discount for tunnels is nuts and should be rescinded, and (b) could transport department not encourage building an "app" for anyone to request a cross harbour taxi from anywhere? This would be great for both taxis and passengers.

On **tunnel tolls**, there does not appear to be any rational argument against tolls being raised until the queues disappear, giving us a healthier and more efficient city. I appreciate the current issue of congestion for traffic emerging onto HK island from the Western tunnel if traffic were to migrate to that route but hope this can be resolved in time so that tolls can be properly balanced at as high a level as needed.

I do appreciate that traffic congestion is far from limited to the areas I reference; Tsim Sha Tsui at present perhaps being even worse than anywhere in HK island, the congestion often backing out onto highway arteries. I would be in favour of ERP at as high a level as efficiency demands in much of the HKSAR urban areas.

Neil Thomason

運輸署長

2 messages

00315920 peterkwok12 <

>

14 March 2016 at 13:39

To: info@erphk.hk

[2016/3/14 12:57] 00315920 煥 peterkwok12: 中環及其鄰近地區電子道路收費先導計劃。祇可能暫時紓緩或若收費低甚至變成無助的方法。因首先要正确地找出形成交通擠塞的原因。根據查詢各行各業車輛駕駛人仕們的提供指出：

(一)中環塞車不是因太多車輛一齊行駛該段路而形成擠塞的。是因為很多私家車慢駛或停泊各大街小巷的路邊來等候他們的老

[2016/3/14 13:03] 00315920 煥 peterkwok12: 板或高層人仕來坐車而造成的。

解決方法：請政府可即試驗，派交通警察和督導員在煩忙時段註守該些路邊，祇準車輛上落客貨後，便要立刻離開，否則每幾分鐘便不斷發出告票，直至該車輛離開，才停止。

(二)在十字路口 和 交通燈位 若前方以沒空位，如車輛仍駛前置於防止阻塞通道的黃色格內，而導致其他車輛無法通行，便立即給予告票。因現時沒有加強執行，有很多人便不守規則使形成塞車。

解決方法：派執法人員在該等黑點當值執勤。並加強廣播告知市民，跟著由幾時幾日開始便會在各處安裝拍攝錄影系統。把違法規的車輛之照片連同告票寄給該車主，交罰款。

(三)如何解決增加，去達成長久有效益的車道路面空間。政府已不停地擴展新的道路。但好像欠缺了策略去把現有的道路來改善。如重新計劃行車路綫，把某些重點的鄰近街道改變，取消泊車位，使為雙綫或雙程行車。使道路更加暢順。

在增加路面上，可參考我們中國，廣州，上海市的高架行車橋，便可增加多些路面。舉例說明：由靠近旺角警署的彌敦道中間的路面上建築一條高架橋，給車輛可直達來回行駛至尖沙咀。便可解決彌敦道經常塞車的問題，如中環和其他區也可推行。

(四)車輛泊位不足問題。請政府可否在賣地時，要地產商建豪宅時，必須要在住的單位數目和車位數目要相等或多過也可。便不使街外出租的車位越來越少。另在某些合適的地點要地產商，承擔在該物業內建設有xxx百個公共泊車位並依政府設定的價錢去統一收費。這樣便不會使市民因車位租金貴而不使用。

政府參考外國就此計劃由1983年至今30多年了。此項目現在不太合適香港地區用來解決交通擠塞的問題。政府諮詢文件也說其會影響民生和商業經濟上帶來不便。又提及要如何實行和增加部門人手與設備裝置等，也都有相當複雜。

所以我懇請政府勿忽忽免強去做。

最怕動用了資源，而得不到效益。

以上是我個人的意見，如有錯誤，

敬請原諒！

小市民 Peter郭 謹上

14/3/2016

The Lion Rock Institute - Submission on Electronic Road Pricing Pilot Study

1 message

Laurence Pak <
To: info@erphk.hk

>

14 March 2016 at 15:13

Dear Sir/Madam,

Attached please find the results of a study performed by The Lion Rock Insitute regarding the ERP Pilot Study and our view on this proposed plan. If you have any questions regarding our study, feel free to give me a call at or send me an email.

Thank you,

Laurence Pak
The Lion Rock Institute

Mobile:



ERPFinalReportMarch2016English.pdf
621K

1. The government has launched a public consultation on the introduction of **Electronic Road Pricing (“ERP”)** in Hong Kong, with a proposed ERP pilot scheme in Central and its adjacent areas (the exact boundary is not yet decided). The aim of ERP is to reduce localised traffic congestion. Similar schemes have been implemented in London and Singapore, which needless to say have very different urban density and road patterns from Hong Kong.
2. We successfully interviewed 1,080 respondents on the streets and on the public transportation terminals near the Central area (please see Annex 1 for a copy of the survey). The survey found that 293 (27.1%) respondents are professional drivers (8.33% (of all respondents) are taxi drivers, 7.41% are minibus drivers, 5.74% are commercial vehicle drivers, 3.15% are private car drivers (as professional driver) and 2.5% are bus drivers).
3. For the 787 (72.9%) respondents who are non-professional drivers, their usual commute to work/school are as follows: 35.37% use the MTR/train, 13.15% use a private car, 7.69% use a bus, 5.19% use a taxi, 3.80% use a minibus, 2.96 use a tram, with the remaining 4.72 either walk or use other transportation methods. Overall survey responses are shown on Annex 2.
4. Almost 90% of all respondents agree that during the peak hours, the congestion problem in central area is either very serious or serious, and 49% of all respondents are personally affected by these congestion problems. When asked what is the major cause of these traffic congestions (respondents can pick more than one type), 76% of all respondents agree that commercial vehicles are a main cause of congestion, while 68% think that private cars and 47% think that buses are also a main cause.
5. The overall response to the ERP Pilot Scheme, and the possibility that this scheme will expand to cover other regions in the future is as follows: of all the respondents, close to 70% opposed or fully opposed to the scheme, while 30% showed support or full support. Some types of professional drivers are particularly supportive: 100% of all bus drivers show support for the ERP scheme, however, 60% of taxi drivers and 77.5% of minibus drivers opposed to the ERP scheme. Of the non-professional drivers, 62% of tram passengers showed support, while 65% of private car (non-professional) drivers opposed the ERP scheme. It is interesting to note that more than 70% MTR passengers and people who walk or take other transportations also opposed the idea.

6. The survey shows that when asked how much money the respondents are willing to spend every day to reduce traffic congestion: more than one-third (40%) of all respondents are not willing to spend anything (\$0), 27% of respondents are willing to spend something less than \$2 per day. People who are willing to spend a high amount (\$5 or higher per day) are mostly taxi drivers or people who drive a private car to commute to work. 90% of taxi drivers are willing to pay something in between \$10.10 to \$20 per day to reduce congestion, while for non-professional private car drivers, 35% are willing to spend \$2.1 - \$5, 27.46% are willing to spend \$5.1 - \$10, 12.68% are willing to spend \$10.10 - \$20 and 6.34% are willing to spend more than \$20.10.
7. In terms of solutions that can be used to alleviate congestion problems, we asked the respondents whether solutions like increasing cross harbour tunnel tolls, restructuring of bus routes, or increasing enforcement of existing traffic regulations will effectively reduce congestion in Central area. 75.3% of all respondents either agree or fully agree that these solutions will help. Professional drivers are particularly more enthusiastic: 100% of all bus drivers, and 90% of all taxi drivers either agree or fully agree to these solutions.
8. We also asked if the respondents agree the Central-Wanchai Bypass (currently in construction) when completed will effectively reduce congestion. 92% of all respondents either agreed or fully agreed. Again the professional drivers showed a high degree of agreement: 100% of bus and minibus drivers, 90% of taxi drivers and 85.48% commercial vehicle drivers either agreed or fully agreed to this.
9. If we have the above measures in place (Central-Wanchai Bypass and measures such as increasing tunnel tolls, restructuring of bus routes and increasing enforcement) we asked the respondents if they still see a need for the ERP Scheme. 37% of the overall respondents agreed or fully agreed that we should still have a ERP Scheme, while 62.41% disagree or fully disagreed. All Bus drivers support the ERP, while most Taxi (70%) and Minibus (78.75%) opposes to the ERP. For Commercial vehicle drivers, the difference is not as clear cut. 43.55% supports the ERP, while 56% opposes it. Most non-professional drivers show opposition to the ERP, with 82.9% of passengers who commute regularly using minibus, and 69% who use taxis. 65% of Tram passengers favours having the ERP, and for non-professional private car drivers, 46% show support, while 54% opposes it.
10. We asked the respondents if there is an ERP, should any type of transportation be exempted. There is an obvious trend that both professional drivers and passengers want their own type of transportation to be exempted, but overall, 50.28% of all respondents want buses to be exempt, and 49.6% and 47% want trams and minibus to be exempted, respectively.

11. We asked the respondents if the type of transportation they use are not exempted, in general 68% of all respondents opposed to the possibility of having the increased costs transferred to the passengers. Bus drivers are the only group who showed clear support to the cost transfer.
12. We also asked the respondents if the Electronic Road Pricing Scheme will increase the operating costs of businesses in the affected area, for example in higher goods delivery costs, 77% of all respondents oppose to the possibility of having the increased costs transferred to the customers. No sub-group of respondents show any clear support.
13. When asked about any privacy concerns to the ERP, 68% of all respondents are not concerned, consistently across almost all sub-groups of respondents. 60% of taxi drivers however do have concern over privacy.
14. Based on the survey, The Lion Rock Institute does not see any support from HK residents to establish an ERP. 70% of all respondents oppose to the ERP Pilot Scheme. While the public perceives a serious traffic congestion problem in the Central area, important questions are unanswered, such as the fact that 75% of all respondents agree that solutions such as increasing cross harbour tunnel tolls, the restructuring of bus routes (47% of all respondents believe that buses are one of the major cause of congestion), and increasing enforcement of traffic regulations will help reduce congestion. Also, even a greater percentage of respondents think that the Central-Wanchai Bypass when completed should help reduce congestion. 60% of all respondents do not think we should have an ERP given that we have simpler solutions, therefore The Lion Rock Institute is against introducing the ERP Pilot Scheme before the completion of the Central-Wanchai Bypass, and before these simpler solutions are utilized.
15. There is also an important question of costs. The government makes no mention of how much the Pilot Scheme will cost, therefore it becomes impossible to judge whether it will be effective. Most people also oppose having increased costs directly or indirectly transferred to the residents through increased transport costs (68%) and increased costs of business in the area inside the ERP (77.6%).

Annex 1: 獅子山學會 - 電子道路收費先導計劃意見調查

Annex 1: The Lion Rock Institute - Electronic Road Pricing Pilot Scheme Opinion Poll

1) 在繁忙時間，中環及鄰近地區有多嚴重的交通擠塞問題？During rush hour, how serious is the traffic congestion problem in Central and its adjacent areas?

非常嚴重 Very Serious	嚴重 Serious	不嚴重 Not Serious	非常不嚴重 Very not serious
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2) 這些交通擠塞問題對你有直接影響嗎？Does this traffic congestion directly affect you?

有 Yes	沒有 No (Go directly to Question 4)
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3) 這些交通擠塞主要成因是某種車輛嗎？Is the traffic congestion caused by a particular type of vehicle?

巴士 Buses	小巴 Minibus	的士 Taxis	電車 Tram	貨車 Commercial Vehicles	私家車 Private Cars	以上都是 All of the above
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4) 你同意增加過海隧道收費，巴士路線重組，或著增加執法打擊違例車輛等等，能夠有效減少交通擠塞嗎？

Do you agree solutions like increasing cross harbour tunnel tolls, restructuring of bus routes, or increasing enforcement of existing traffic regulations will effectively reduce congestion in Central area?

非常同意 Fully Agree	同意 Agree	不同意 Disagree	非常不同意 Fully Disagree
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5) 你同意正在建造的中環及灣仔繞道，在完成後將會有效減少交通擠塞嗎？Do you agree the Central-Wanchai Bypass (currently in construction) when completed will effectively reduce congestion?

非常同意 Fully Agree	同意 Agree	不同意 Disagree	非常不同意 Fully Disagree
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6) 如果以上措施（問題4&5）都落實，你同意政府還有需要設立電子道路收費減少該區的交通擠塞問題嗎？With the above measures in place (Question 4&5) do you agree there is still a need for the government to start an Electronic Road Pricing Scheme to reduce traffic congestion?

非常同意 Fully Agree	同意 Agree	不同意 Disagree	非常不同意 Fully Disagree
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7) 如果政府設立電子道路收費，應該豁免某種車輛嗎？If the government starts an Electronic Road Pricing Scheme, should any type of vehicles be exempted? (可以選擇多過一種 You can pick more than one)

巴士 Buses	小巴 Minibus	的士 Taxis	電車 Tram	貨車 Commercial Vehicles	私家車 Private Cars	以上都豁免 All of the above	以上都不豁免 None of the above
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8) 環保車輛例如電動車應該豁免嗎？Should we exempt environmentally friendly vehicles such as electric vehicles?

應該 Yes	不應該 No
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9) 如果你平常用的交通工具未獲豁免，你對增加的成本可能將會轉嫁給乘客的反應是？ If the type of transportation you use is not exempted, what is your response to the possibility of having the increased costs transferred to the passengers?

非常支持 Highly Supportive	支持 Supportive	反對 Opposed to	非常反對 Highly Opposed to
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10) 如果電子道路收費會增加該地區商戶的營運開支，例如增加送貨成本，你對增加的成本可能將會轉嫁給顧客的反應是？ If the Electronic Road Pricing Scheme will increase the operating costs of businesses in the affected area, for example in higher goods delivery costs, what is your response to the possibility of having the increased costs transferred to the customers?

非常支持 Highly Supportive	支持 Supportive	反對 Opposed to	非常反對 Highly Opposed to
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11) 如果你是專業駕駛者，或者駕駛私家車，你對電子道路收費可能有的私隱問題的反應是？ If you are a professional driver or drive a private car, your response to any possible privacy concerns of the Electronic Road Pricing Scheme is?

非常放心 Highly At Ease	放心 At Ease	擔憂 Concerned	非常擔憂 Highly Concerned
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12) 你對政府計劃設立電子道路收費先導計劃，並可能在將來擴大到其他地區，整體的反應是： What is your overall response to the government's initiative to start an Electronic Road Pricing Pilot Scheme, and the possibility that this scheme will cover the other regions in the future?

非常支持 Highly Supportive	支持 Supportive	反對 Opposed to	非常反對 Highly Opposed to
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13) 你會願意每日付出最多幾多錢來減少你上班/上學時的交通擠塞問題？ How much money will you be willing to spend every day to reduce this traffic congestion when you go to work/school?

\$0	\$0.1 - \$2	\$2.1 - \$5	\$5.1 - \$10	\$10.10 - \$20	\$20.10 or more
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14) 你是否專業駕駛者，如果是，請指出那一類車輛： Are you a professional driver? If yes please point out which type of vehicle:

巴士 Bus	小巴 Minibus	的士 Taxi	電車 Tram	貨車 Commercial Vehicle	私家車 Private Car	不是 No
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15) 如你不是專業駕駛者，你通常用哪一種交通工具上班/上學？ If you are not a professional driver, how do you commute to work/school usually?

巴士 Bus	小巴 Minibus	的士 Taxi	電車 Tram	私家車 Private Car	地鐵／鐵路 MTR / Railway	走路／其他 Walk / Others
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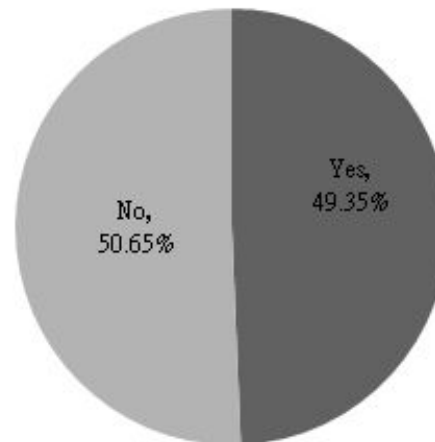
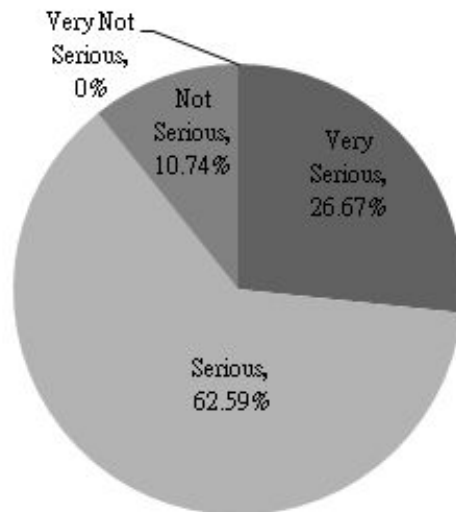
16) 你是否住在或在中環區附近上班/上學，又或者一星期會來中環區4次以上？ Do you work/go to school or live near Central area, or travel to Central area more than 4 times a week?

是 Yes	不是 No
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Annex 2: Overall Survey Responses

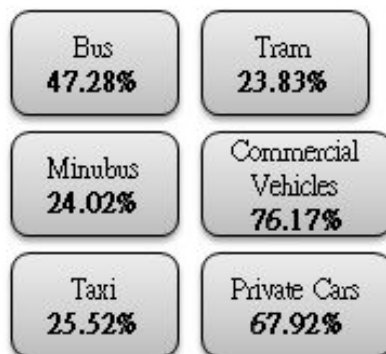
1) During rush hour, how serious is the traffic congestion problem in Central and its adjacent areas?

2) Does this traffic congestion directly affect you?

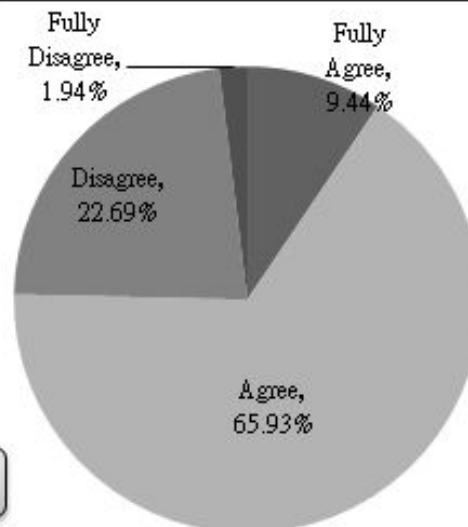


3) Is the traffic congestion caused by a particular type of vehicle?
(You may choose more than one type)

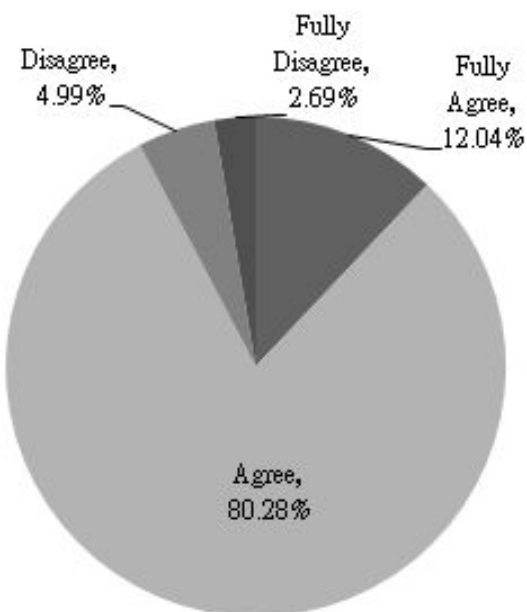
4) Do you agree solutions like increasing cross harbour tunnel tolls, restructuring of bus routes, or increasing enforcement of existing traffic regulations will effectively reduce congestion in Central area?



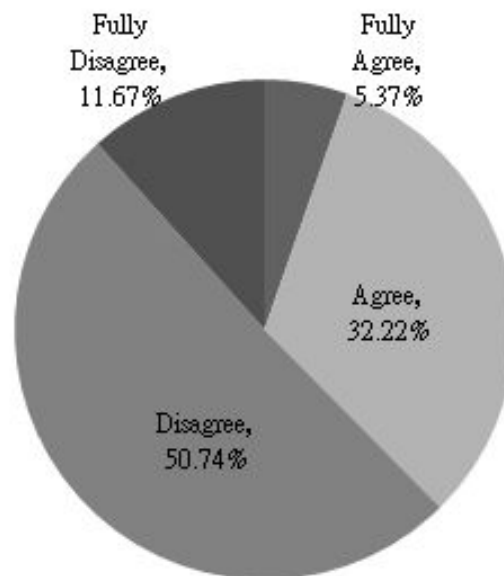
Percentage = Type of Transportation
/ Total Number Respondents



5) Do you agree the Central-Wanchai Bypass (currently in construction) when completed will effectively reduce congestion?



6) With the above measures in place (Question 5&6) do you agree there is still a need for the government to start an Electronic Road Pricing Scheme to reduce traffic congestion?

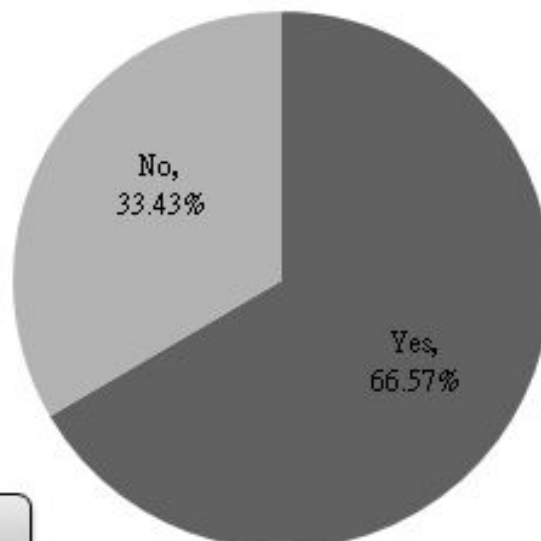


7) If the government starts an Electronic Road Pricing Scheme, should any type of vehicles be exempted? (You can pick more than one)

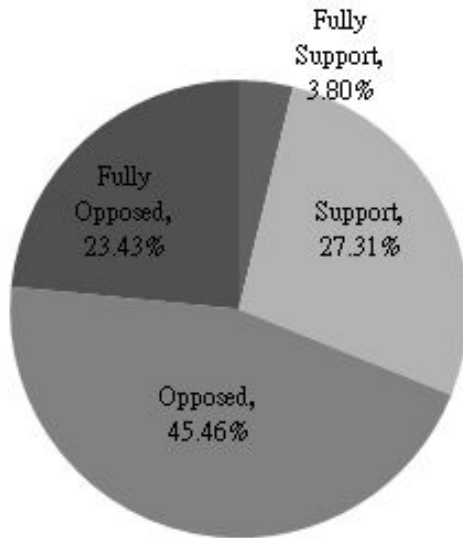


Percentage = Type of Transportation / Total Number Respondents

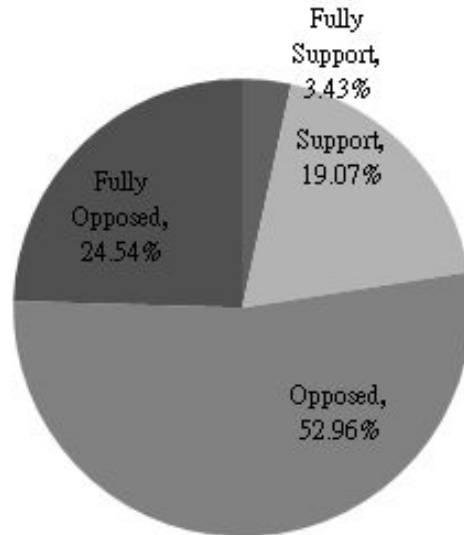
8) Should we exempt environmentally friendly vehicles such as electric vehicles?



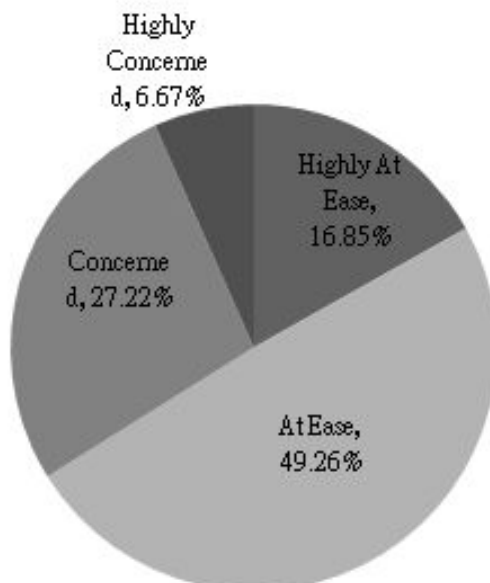
9) If the type of transportation you use is not exempted, what is your response to the possibility of having the increased costs transferred to the passengers?



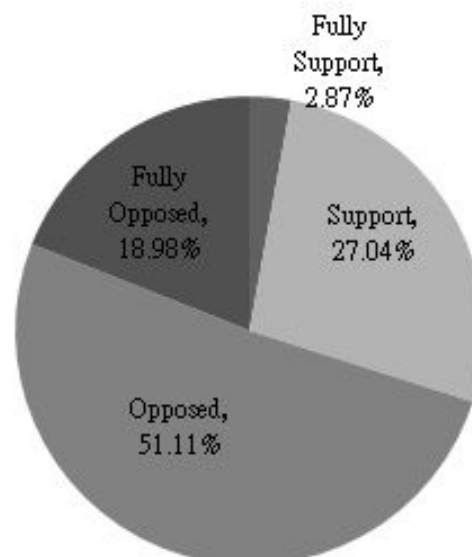
10) If the Electronic Road Pricing Scheme will increase the operating costs of businesses in the affected area, for example in higher goods delivery costs, what is your response to the possibility of having the increased costs transferred to the customers?



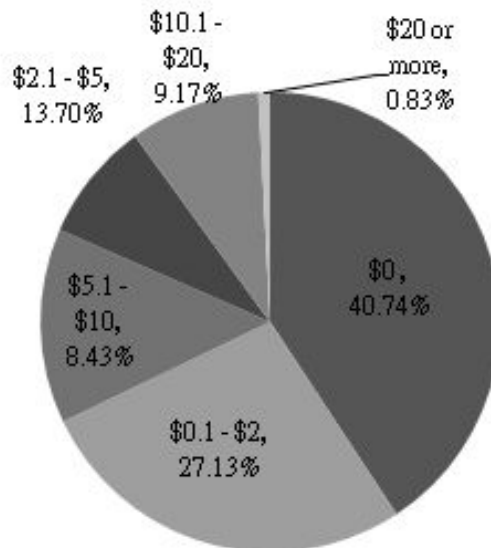
11) If you are a professional driver or drive a private car, your response to any possible privacy concerns of the Electronic Road Pricing Scheme is?



12) What is your overall response to the government's initiative to start an Electronic Road Pricing Pilot Scheme, and the possibility that this scheme will cover the other regions in the future?

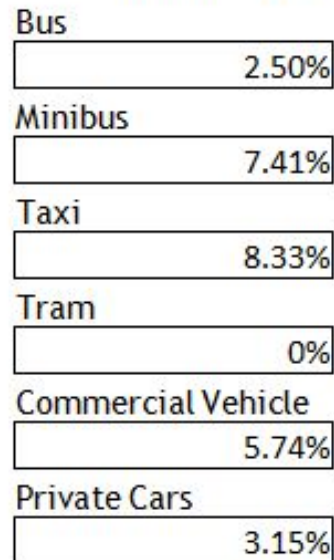


13) How much money will you be willing to spend every day to reduce this traffic congestion when you go to work/school?



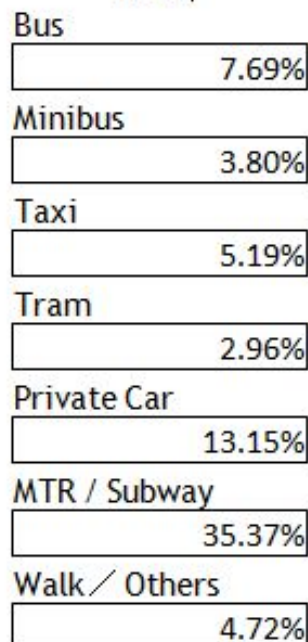
14) Are you a professional driver? If yes please point out which type of vehicle:

Professional Drivers

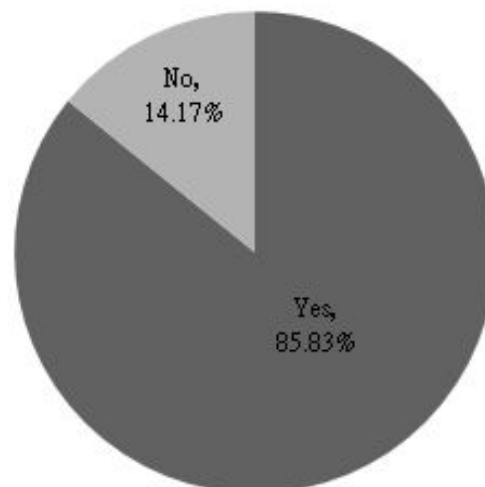


15) If you are not a professional driver, how do you commute to work/school usually?

Non-Professional Drivers (Transportation normally used)



16) Do you work/go to school or live near Central area, or travel to Central area more than 4 times a week?



ERP

1 message

Greg Austin < >
To: "info@erphk.hk" <info@erphk.hk>

14 March 2016 at 15:53

The ERP scheme should charge EVERY time someone enters or leaves the area, in a 24 hour period and not just once. You come in and out 3 times, you congest the roads 3 times, so you logically pay 3 times.

Taxis should NOT be exempt. They should pay every time they enter the zone, and be allowed to add the fee to the customer's bill.

Charges should vary at different times of day based on demand. Charges should be adjusted continually (say every 2-3 months) to achieve a target average traffic speed, balancing the supply of road space with the demand. If the actual traffic speed is too low, then the charge should be raised.

No exemptions for electronic vehicles. This is not a pollution charge, but a congestion charge. They congest the roads too.

Allow enforcement of the zone, and parking infringements via cameras. The police are scared of giving out tickets, and just ineffectually ask people to move. Enforce the law with fines and people will stop parking illegally.

AUSTIN Gregory

Tel:

(HK Permanent Resident)

Normal Mail View

Hex View

Properties View

Message Header View

MIME View

HTML View

RTF View

Attachments

From

:

Date Time

:

14/3/2016 16:09:19

To

:

sthoffice@thb.gov.hk

Cc

:

info@erphk.hk

Bcc

:

Subject

:

HKPASEA: 香港專業及資深行政人員協會「中環及其鄰近地區電子道路收費先導計劃」意見書

Attachments

:

 20160314-Letter-to-Secretary_for_transport_and_housing.pdf  HKPASEA_111_Comments_on_electronic_road_pricing.pdf

運輸及房屋局局長

張炳良教授, GBS, JP 鈞鑒：

「中環及其鄰近地區電子道路收費先導計劃」意見書

本會非常關注政府提出的「中環及其鄰近地區電子道路收費先導計劃」，認同香港目前具備不少適合推動該計劃的客觀條件，包括中環灣仔繞道可作免費替代路線、擴展的鐵路網絡、電子道路收費科技進步等。本會深入討論後，就該計劃的執行範圍、細節及相關配套安排等提供一些意見。期望政府儘早籌備及落實計劃，提升中環的運輸效率，建設更佳的營商與生活環境，推動香港經濟持續發展。

現謹附上有關意見書，供閣下參閱。

敬頌

鈞祺！

香港專業及資深行政人員協會
會長 陳紹雄 敬啟

二零一六年三月十一日

附：意見書



HONG KONG PROFESSIONALS AND SENIOR EXECUTIVES ASSOCIATION

香港專業及資深行政人員協會

運輸及房屋局局長

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敬頌

鈞祺！

香港專業及資深行政人員協會

會長 陳紹雄 敬啟

二零一六年三月十一日

附：意見書



HONG KONG PROFESSIONALS AND SENIOR EXECUTIVES ASSOCIATION

香港專業及資深行政人員協會

「中環及其鄰近地區電子道路收費 先導計劃」意見書

2016 年 3 月



HONG KONG PROFESSIONALS AND SENIOR EXECUTIVES ASSOCIATION

香港專業及資深行政人員協會

2016/2017 年度

理事會成員名單

會長	:	陳紹雄工程師, JP	
創會會長	:	容永祺先生, SBS, MH, JP	*理事會當然成員
前會長	:	胡曉明工程師, BBS, JP	*理事會當然成員
前會長	:	謝偉銓測量師, BBS	*理事會當然成員
上屆會長	:	盧偉國議員, SBS, MH, JP	*理事會當然成員
常務副會長	:	李鏡波先生	
副會長	:	黃偉雄先生, MH	林雲峯教授, JP
		羅范椒芬議員, GBS, JP	黃友嘉博士, BBS, JP
		周伯展醫生, JP	劉勵超先生, SBS
		陳鎮仁先生, SBS, JP	黃天祥工程師, BBS, JP
		鄔滿海測量師, GBS	區永熙先生, SBS, JP
		梁廣灝工程師, SBS, OBE, JP	黃錦輝教授, MH
		施榮懷先生, BBS, JP	劉展灝博士, SBS, MH, JP
		張華強博士	
財務長	:	陳記煊先生	
秘書長	:	梁家棟博士測量師	
副秘書長	:	廖凌康測量師	
理事	:	陳世強律師	曾其鞏先生
		鍾志平博士, BBS, JP	楊位醒先生, MH
		范耀鈞教授, BBS, JP	李樂詩博士, MH
		華慧娜女士	楊素珊女士
		施家殷先生	林力山博士測量師
		余秀珠女士, BBS, MH, JP	葛珮帆議員, JP
		洪為民博士, JP	彭一邦博士工程師
		楊章桂芝女士	廖長江大律師, SBS, JP
		羅志聰先生	王桂壘律師, BBS, JP
		胡劍江先生	容海恩大律師
		梁世民醫生, JP	劉冠業先生
		楊全盛先生	潘燦昌先生
		蔡淑蓮女士	龐朝輝醫生博士

註：依職位資歷及筆劃排序



香港專業及資深行政人員協會

經濟事務委員會

主席：梁廣灝工程師, SBS, OBE, JP

環境及基建專責小組

召集人：林力山博士測量師

成員：黃天祥工程師, BBS, JP

彭一邦博士工程師

龐朝輝醫生博士

阮德添先生, MH, JP

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賴旭輝測量師

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葛珮帆議員, JP

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范凱傑大律師

許淑儀大律師

陳健勤先生

曾昭武先生

廖美香女士

鄺永銓測量師

註：依本會職位及筆劃排列



香港專業及資深行政人員協會
「中環及其鄰近地區電子道路收費先導計劃」意見書
2016 年 3 月

前言：

核心商業區中環經常受交通嚴重擠塞問題困擾，政府 30 年前已開始研究電子道路收費，惟因各種原因未有實行。本會非常關注政府提出的「中環及其鄰近地區電子道路收費先導計劃」，認同香港目前具備不少適合推動該計劃的客觀條件，包括中環灣仔繞道可作免費替代路線、擴展的鐵路網絡、電子道路收費科技進步等。本會深入討論後，現就上述計劃的執行範圍、細節及相關配套安排等提供一些意見，期望政府儘早籌備及落實計劃，提升中環的運輸效率，建設更佳的營商與生活環境，推動香港經濟持續發展。

香港專業及資深行政人員協會的意見：

1 只在中環區推行電子道路收費先導計劃

中環為香港重要的商業中心，該區繁忙時段交通嚴重擠塞的問題必須儘快處理，本會非常支持政府在中環推行電子道路收費先導計劃。然而，本會不建議把金鐘及上環等鄰近中環的地區納入上述計劃，以便市民可利用金鐘或上環作中途轉車站上落車，再以步行或使用其他公共交通工具前往或離開中環。本會建議政府深入研究中環區的交通現況及數據，進行專業技術分析，以劃定適當的收費區界線，讓上述計劃充份發揮管理交通的功能。

2 採用按日收費的區域為本收費機制 並徵收逗留費用

本會建議採用按日收費的區域為本收費機制，執行及監管上較簡便，行政成本相對低，駕駛者亦易於理解。當車輛在收費時段駛入收費區或使用區內道路，便需要繳費，駕駛人士在繳付按日徵收的費用後較願意把車輛駛離收費區，讓收費區的道路保持暢通。參考外國的經驗及



中環區停車場的入場費，本會建議按日收費水平設於約港幣 100 元，促使駕駛人士改變其在收費區的駕駛行為。

此外，為避免車輛繳付上述收費區「入場費」後長期逗留區內，引致交通阻塞，本會建議在按日收費外，亦向駕駛人士徵收逗留收費區的費用，即若車輛在繳付「入場費」後一段時間，仍持續逗留在收費區內，而非停泊在區內的合法停車場，將以累進式徵收率計算有關的逗留費用，車輛在收費區內逗留的時間越長收費越貴，目的是希望車輛儘快離開收費區，有關逗留費用建議可參考公共停車場的收費。

3 收費區應實施全日收費

中環區部份道路較狹窄，政府實施電子道路收費先導計劃的大原則應確保收費區道路暢通。本會建議收費區應實施全日收費，不同類型車輛亦應劃一收費，以減低行政成本。本會認為政府不應只在交通流量高的時段收費，避免收費區邊緣地區在收費時段結束前出現車龍或擠塞，影響計劃的成效。

3.1 平日及星期六實施全日收費

按諮詢文件圖 4.2 的資料顯示，中環在平日及星期六的交通特別繁忙，故本會建議收費區在平日及星期六應全日收費，而交通流量明顯較低的星期日及公眾假期則不須收費，並應避免在不同時段設不同收費，以免增加計劃的執行難度，以及讓交通擠塞問題在其他時段出現。

3.2 非繁忙時段的特別安排

中環不少零售商店、食肆、超級市場經常需要補充貨物，為免收費區交通因此受影響，本會建議政府深入研究該區在平日及周六非繁忙時段的交通流量，制定貨車上落貨的寬限時段，例如凌晨 2 時至 6 時等，讓貨車在該段時間可以免費出入收費區卸貨或取貨。同時，本會建議亦應制定的士等不同類型車輛在平日及周六非繁忙



時間使用收費區道路的特別安排，例如的士在非繁忙時段進入收費區上落客，若未有逗留在收費區則可獲豁免逗留費用。

4 推行有限度的豁免安排

本會認同電子道路收費計劃豁免越多，成效將大打折扣，建議只有性質特殊及服務市民的車輛才能獲豁免道路收費，包括消防車、救護車、警車等緊急服務車輛；巴士、小巴等公共交通工具；接載殘疾人士的車輛等。

此外，政府制定電子道路收費先導計劃時，亦應就收費區的合法停車場，制定電子道路收費先導計劃的配合安排。本會建議停泊在收費區合法停車場的車輛，可獲豁免逗留區內所衍生的逗留費用。本會相信日後透過車內裝置連接停車場之收費裝置，技術上可即時完成豁免手續。而其他車輛種類一概不應獲得豁免或優惠，以免影響該計劃的成效。

5 採用操作自動化的短距離微波通訊

電子道路收費科技日新月異，香港不少駕駛人士已在車內安裝裝置，使用海底隧道時享受便捷的自動道路繳費服務。本會建議政府在電子道路收費先導計劃採用「短距離微波通訊科技」，該項技術操作自動化，駕駛人士只要駛經電子道路收費門架，收費裝置可識別車輛種類或應否獲得豁免，透過車內裝置可即時付款或豁免費用，便捷可靠，而且政府及駕駛人士也可隨時查閱相關記錄，方便日後的評估工作。上述科技省卻「自動車牌識別科技」所需的人手核對車牌，以及處理收費之行政程序。配合自動拍攝違例車輛車牌的攝影機，政府可更有效的執行該計劃及監管違法行為。

本會建議政府應研究「短距離微波通訊科技」與現有電子收費汽車裝置融合使用的可行性，讓駕駛人士只需在車內安裝一個裝置，便可以支付電子道路收費、隧道費及泊車費，進一步減低實行該計劃所需的車內裝置安裝成本。

Road Pricing

1 message

Mac Overton <

>

14 March 2016 at 16:13

To: info@erphk.hk

HONG KONG TUNNEL TOLLS

I note that the Hong Kong Government has decided to take "no action" in regards to the tunnels. They say it is because the Eastern Tunnel reverts back in 2017. But why wait? And why wait only on the Eastern Tunnel? Why not proactively go ahead and buy back both the Eastern and Western tunnels from their current owners? The cash flows and profits of these tunnels for the ensuing years are reasonably predictable. Why not simply discount those profits at a rate of 1% over the going rate on US Treasuries? Why lend money to the US Government at extremely low interest rates when that money could be invested in Hong Kong's infrastructure? The Government would generate a higher return with less risk.

With a proactive initiative by the Government, the purchase of both tunnels could probably be transacted by the end of the year.

Once owned, what could the Government do? It could dramatically change the pricing structure of all the tunnels. For example, changing the tolls to a simple \$10 per wheel would standardize the price of crossing the harbour to \$40 for a passenger car for example. At the same time, the Government could eliminate the toll for public transportation vehicles to \$0 (Light buses, single-deck and double-deck buses). As buses are operated on a return on capital basis, this means that the lower cost structure for public buses would mean that they would have to lower fares on cross harbour bus routes. I estimate that tunnel revenues from public transport vehicles are in excess of \$500 million per year. That \$500 million would then be used to lower bus fares, thereby helping the average Hong Kong citizen. (Much more than it currently does by simply lending the money to the US Government). This would help those in Hong Kong on lower incomes as it would lower their transport costs. Would some who drive cars object? Possibly. But if they don't like it, they can opt to take public transportation with the other 90% of the Hong Kong population.

What other benefits would entail from such a proposal? Drivers would opt for the most efficient route rather than the cheapest route. This would mean less congestion, lower pollution and more efficient use of people's and business' time. By controlling all three tunnels, the Government could install dynamic pricing if they deemed it optimal. By raising tolls during rush hour, they could encourage users to use off-peak times. And they could significantly reduce fares from midnight to 5 a.m. for trucks and others that need to reposition their fleets on a daily basis.

Why is the Government opposed to a proposal that would:

- 1 - help lower the cost of living for the poor
- 2 - reduce pollution
- 3 - reduce congestion and
- 4 - increase the efficiency of the Hong Kong transport sector.

Why is the Government waiting?

Regards,
Mac Overton

E00066

HK ERP <info@erphk.hk>

I support ERP

1 message

Major Ma < >
To: info@erphk.hk

14 March 2016 at 16:13

To whom it may concern,

ERP in Hong Kong is long overdue. Yes, please implement it.

Furthermore, I would like to see a system that is able to distinguish between the types of vehicles, so the drivers of big fancy cars like Rolls/Bentley/Mercedes are charged more than drivers of garden variety models. Perhaps an energy-efficient car like the Prius should be charged a bit less for using the roads. And maybe goods vehicles should get a break as well.

Plus I would like the system to identify individual cars (through license plates), so there can be graduated charges for multiple use within the same day (hopefully limiting the number of times chauffeurs circle and circle Central to pick up the fat-cats and tai-tai's).

Let's be practical like Singapore and London and reclaim the roads!

Terrence

有關中環電子道路收費 意見提交1 message

winglam <
To: info@erphk.hk

>

15 March 2016 at 14:52

你好，

本人反對中環及其鄰近地區的電子道路收費先導計劃。

理由如下：

1. 仍有其他方法，去改善道路阻塞。例如，增加西隧 & 東隧之使用量。
2. 善用沿海道路。
3. 對於各私家車之非法停泊加強關注，是否停車場不足而導致。
4. 增加路段收費，只是治標不治本的方法。一點也不公平，這是一個有錢才可用的建議，公平在哪？
5. 以海外經驗作參考，但考慮香港的狀態並不全面。
6. 增加收費後的禍害，沒有作出長遠考慮。

謝謝

Lam Nga Wing

E00068

HK ERP <info@erphk.hk>

中環及其鄰近地區電子道路收費先導計劃

1 message

Bingo < >

15 March 2016 at 15:40

To: info@erphk.hk

Hello,

I don't agreed as the place you need to go, still.

Thanks & Best Regards,

Bingo

Fwd: 香港的士業議會回應中環及其鄰近地區電子道路收費先導計劃諮詢

2 messages

香港的士業議會 < >
To: info@erphk.hk

15 March 2016 at 16:56

致： 運輸署署長 楊何蓓茵 女士, JP

為改善交通擠塞的問題，運輸及房屋局局長考慮交通諮詢委員會(交諮會)於2014年12月提交有關解決道路交通擠塞的研究建議，其中一個建議是籌劃在中區推行電子道路收費先導計劃。對於政府進行「中區推行電子道路收費先導計劃」的研究，現附上香港的士業議會的意見，予以考慮。

香港的士業議會



20160309 ERP(r) 2 final.PDF
545K



致： 運輸署署長
楊何蓓茵 女士, JP

中環及其鄰近地區電子道路收費先導計劃

「香港的士業議會」(下稱議會) 於 2015 年 11 月 5 日成立，議會成立的目的是希望透過行業各持份者的合作，齊心以實際行動引入自我監管模式，務求提升的士業界的服務質素。議會是由業界及社會人士組成。現時有十七個較為活躍的的士業團體為創會會員，他們旗下所屬及管理的的士和司機數目佔市場份額超過一半。

為改善交通擠塞的問題，運輸及房屋局局長考慮交通諮詢委員會(交諮會)於 2014 年 12 月提交有關解決道路交通擠塞的研究建議，其中一個建議是籌劃在中區推行電子道路收費先導計劃。對於政府進行「中區推行電子道路收費先導計劃」的研究，香港的士業議會有以下意見：

就「推行電子道路收費計劃」這個議題早於 1984 年已提出，並先後進行了三次研究，惟事隔多年，有關計劃並沒有寸進。對於「電子道路收費」計劃，議會認同計劃在某程度上是可以減少車輛數目進入繁忙地區，是有效地提升路面空間使用效益的一個方案。由於計劃是具針對性，主要在交通擠塞的個別地區及時段實施，受影響的只有於繁忙時間進入繁忙地區的駕駛者，因此，計劃可避免透過增加稅收一刀切地向所有駕駛者開刀，合乎「用者自付」的原則。

¹香港的士業議會 創會會員

九龍的士車主聯會

車馬樂的士聯會

的士車行車主協會

香港計程車會

港九電召的士車主聯會

新興的士電召聯會

自由的士權益協進會

忠誠車行

香港的士小巴商總會

泰和車行

新星的士同業聯會

聯友的士同業聯會

西貢的士工商聯誼會

的士司機從業員總會

香港的士商會

偉發的士車主聯會

新界的士車主司機同業總會

* 排名依筆畫順序

車輛數目持續增加，交通擠塞情況無疑是較三十多年前首次提出「推行電子道路收費計劃」時嚴重，由於中環是主要的商業貿易區，而其交通擠塞情況相對經濟影響尤其嚴重，因此，政府先以中區及其鄰近地區作為推行電子道路收費的先導計劃是十分合理。

現時中區的交通擠塞，當中原因除車輛數目持續增加外，警方對路邊違泊車輛執法不力亦是導致中環「有路行不到，得物無所用」之箇中主要原因之一。議會認為政府應即時加強道路的管理及對違泊司機加強執法，以解決中環道路擠塞的問題。道路的擠塞，不但加劇路邊空氣污染的問題，影響市民健康，還會因塞車所增加的車程時間，減低市民的生產力，當中涉及龐大的社會成本。因此，改善交通擠塞確實是當務之急。既然「電子道路收費」計劃在新加坡和倫敦等海外城市均已推行多年，技術已步入成熟階段，議會並不反對政府推行「中環及其鄰近地區電子道路收費先導計劃」。

由於中區是港島來往東西區必經之地，為避免加劇中區外圍道路的交通負荷及迫使駕駛人士必須繳費之嫌，議會認為「電子道路收費先導計劃」必須有待中環灣仔繞道開通以提供替代道路予駕駛者選擇後才展開。至於其收費機制，議會認為應採取「周界為本機制」，並可因應不同時間及擠塞程度作出調整，而初期可以用較低收費水平以測試成效，並了解駕駛者對計劃的反應及有關系統是否完善。

為減少車輛數目進入繁忙區域，除實施「電子道路收費先導計劃」外，透過收費增加駕駛成本而減低駕車進入繁忙區域的意慾，亦應同時鼓勵市民使用公共交通工具。議會認為當局應豁免的士電子道路收費，以鼓勵的士進入收費區，讓有需要的市民得以選用的士，取代私家車。「電子道路收費計劃」是否能有效地減少車輛進入收費區，很大程度是取決於其收費水平，空置的士本身固然不會主動進入收費區，倘若收費過高，乘客會避免乘坐的士進入收費區，屆時區內的的士服務將會因此而受影響。若果的士這類個人化點對點的公共交通工具在收費區內供應不足，必會降低私家車車主放棄駕車的意慾，削弱「電子道路收費計劃」的成效。

雖然議會認同「電子道路收費計劃」在某程度上是可以減少車輛於繁忙時間進入繁忙地區，並支持政府進行「中區推行電子道路收費先導計劃」的研究，但我們認為改善道路擠塞不能只利用收費以壓抑交通需求，要透過多管齊下的措施，包括對違泊車輛加強執法、改善現時三條過海隧道分流不均的情況及完善道路網絡等。與此同時，政府應仿效倫敦的做法，利用收到的道路費，提供誘因，讓更多人乘坐的士或其他公共交通工具進入中環收費區。

就上述意見，希望 署方能予以考慮。如有問題，請致電 與本人聯絡。

香港的土業議會主席

熊永達 謹啟

2016 年 3 月 11 日

副本送：

運輸及房屋局局長	張炳良教授, GBS, JP
立法會航運交通界議員	易志明, JP

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Mo Kwan Tai <

>

16 March 2016 at 01:49

Reply-To:

To: info@erphk.hk

Cc:

本人反對特區政府推行任何形式電子道路收費（ERP），並反對中環及鄰近地區ERP先導計劃，原因如下

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Mo Kwan Tai

E00071

HK ERP <info@erphk.hk>

Public Consultation: Electronic Road Pricing Pilot Scheme in Central and Its Adjacent Areas2 messages

Edith Hui < >

16 March 2016 at 09:34

To: "sthoffice@thb.gov.hk" <sthoffice@thb.gov.hk>

Cc: "comr@td.gov.hk" <comr@td.gov.hk>, "info@erphk.hk" <info@erphk.hk>

Dear Professor Cheung,

Enclosed please find the Chamber's submission in response to the captioned consultation. The true copy will be sent to you by post today.

Thanks,

Edith Hui
Senior Manager
Business Policy
Hong Kong General Chamber of Commerce

Direct
Fax
Email

MARK YOUR DIARY:

10 March 2016**Country Briefing Series: Japan's Growing Investment Wave**16 March 2016**Joint Business Community Luncheon: 2016-2017 Budget, The Honourable John C Tsang**18 March 2016**China Committee Cocktail Reception**21 March 2016

16 March 2016

Professor Anthony Cheung, GBS, JP
Secretary for Transport and Housing
Transport and Housing Bureau
22/F, East Wing, Central Government Offices
2 Tim Mei Avenue
Tamar, Hong Kong

Dear



Electronic Road Pricing Pilot Scheme in Central and Its Adjacent Areas

The Chamber welcomes the opportunity to comment on the Government's plan to launch an Electronic Road Pricing Pilot Scheme ("ERPPS") in Central and its vicinity for the purpose of addressing the city's notorious traffic jams and improving roadside air pollution. We agree that the Government should explore the notion of electronic road pricing ("ERP") as a tool to control traffic but also feel that attention should be devoted to other issues that contribute to the chronic problem of traffic congestion in the Central District as ERP alone is not enough as to provide relief. Chief among these is insufficient parking spaces. Drivers, particularly chauffeurs, are often left with the options of either driving in circles or to find a temporary, often illegal, parking space. As pointed out by the Government, the number of illegal parking cases has increased significantly by 44% to about 1.08 Mn cases in 2014 from 750,000 cases in 2010. If building more car parks in Central is a challenge, it may be useful for Hong Kong to consider the approach adopted in other countries to develop hi-tech, three-dimensional deck-style parking systems to enhance parking capacity. The Government should also contemplate a multi-pronged approach to addressing congestion by stepping up law enforcement and raising parking fines¹.

2. There are other issues as well that contribute to congestion in Central, which also warrant the Government's attention and should be addressed in parallel with or independent of ERP implementation. These are the (1) rationalisation of routes to improve the efficient deployment of road-based public transport, namely, franchised buses; (2) regulation of hours when goods vehicles can make deliveries; and (3) mitigating knock-on effects of congestion from abutting districts. Further elaborations on the foregoing are made further in the submission.

¹ It is proposed to increase the fixed penalty charges by 50%, i.e. traffic offences currently set at \$320 and \$450 will increase to \$480 and \$680 respectively, effective from 1 January 2017.

Our comments and observations on the proposed ERP are as follows:

Charging Model and Mechanism

3. An area-based ERP system would appear less cumbersome and easier to implement but lacks flexibility when responding to actual road conditions and the need to make frequent adjustments over the course of a day. Hence, a cordon-based system would be more suitable for Hong Kong. If the latter is adopted, initial charging fees should be set at a level effective enough to alleviate traffic congestion problems and these charges should be subject to regular reviews to ensure the objectives are met. We feel that considerations relating to such issues as the drawing of boundaries, the coverage of peripheral areas (i.e. Admiralty, Wanchai² and Sheung Wan), the inclusion of Sundays and public holidays as charging periods, and the methodology for imposing charges (whether these should be made according to vehicle type, size or capacity) should all be based on the empirical results derived from traffic modelling rather than misinformed opinions and baseless speculations. We look forward to receiving more information and in-depth analysis from the Government in this regard at the later stages of the public consultation exercise.

Technology and Data Privacy

4. As data privacy has increasingly become a major concern for the public and the business community, dedicated short-range radio communication ("DSRC") would therefore be preferable over automatic number plate recognition ("ANPR"). ANPR, which relies mainly on capturing car plate numbers for payment settlement, requires manual checking and verification of car plates. Although DSRC requires the installation of in-vehicle units ("IVUs") in vehicles, payment is made on an anonymous basis. It is less likely to give rise to concerns about the capture and storage of car plate images, and is therefore a less costly and intrusive system to implement.

Exemption and Concession

5. We agree that adopting a user-pays principle is balanced and fair. All vehicles contributing to congestion, except emergency vehicles, should pay. Such practice would also be in line with those in other countries. The more vehicles are exempted, the less effective the system would have in reducing traffic jams. We believe that public transport such as minibuses, franchised buses and trams will not be overly affected by the additional charges as these can be easily absorbed or passed on to passengers who may be required to assume a negligible increase in fares. Nonetheless, bus operators should be encouraged to consolidate overlapping routes and streamline closely-spaced bus stops to enhance service efficiency and reduce the number of vehicles on roads. Meanwhile, taxis and trucks would most likely be affected, which may bring about an appreciable change in travel behaviour and patterns. To minimize the impacts on people living within the district, the Government could consider some concessionary measures for residents. It may also do the same for goods vehicle operators to encourage them to load and/or off-load goods during off-peak hours. The effectiveness of such concessionary measures should be closely monitored and

² Traffic congestion in Wanchai North can have a spill-over effect on road conditions in Central, which is often attributable to major events at the Hong Kong Convention and Exhibition Centre and involves the loading and/or off-loading of fitting-out materials by trucks pre and post events.

assessed after the implementation of the ERPPS. Adjustments to the ERP could be considered at a later stage on the adoption of such measures as confining loading and/or off-loading activities to specific times of the day, which are similar to practices in some western cities where congestion is a problem.

Central-Wanchai Bypass and Ancillary Developments

6. We agree with the Government that it is important for the ERPPS to be implemented after the completion of the Central-Wanchai Bypass. This is to ensure that drivers and commuters have the option of an alternative route that passes through Central and is free of charge. However, members have expressed concerns that the convenience provided by the new bypass may encourage more vehicles to enter the district. Meanwhile, members consider it useful if the Government could provide more data and information on the estimated traffic flow for the bypass and monitor, on an ongoing basis, impacts of the ERPPS on the bypass and other public transport networks such as the MTR, particularly when the South Island Line and the Shatin to Central Link come on stream.

Cost-Benefit Analysis

7. As an extension of the preceding point, a proper and detailed cost-benefit analysis should be carried out and the results be made available to the public to facilitate a better understanding and discussion of the merits and demerits of implementing ERP. Although the evidence as currently presented suggests that ERP offers an effective solution on traffic congestion, more empirical data should be provided to justify such an undertaking.

8. We refer, in particular, to the consultation paper's use of statistics for the three indicative cities after the first year of ERP implementation as a benchmark. Although their experience shows that ERP is effective, it would be more useful and informative to also look at ERP performance over a longer period.

9. This is of particular relevance as ERP relies fundamentally on the application of financial disincentives to modify and regulate driving behaviour. It is noteworthy that despite a high first registration tax on motor vehicles in Hong Kong, vehicle numbers have continued to grow. The Government should also be mindful of the potential resistance from the general community, which may harbour suspicions that ERP may be nothing more than another fiscal instrument for generating additional revenue.

10. The Chamber is pleased to contribute further views on the scheme as and when the Government consults the public again on ERP implementation.

Yours sincerely,

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

pui ng < >
Reply-To:
To: info@erphk.hk

16 March 2016 at 12:32

本人反對特區政府推行任何形式電子道路收費（ERP），並反對中環及鄰近地區ERP先導計劃，原因如下

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pui ng

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Cheung Kwan Ling <

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16 March 2016 at 12:35

Reply-To:

To: info@erphk.hk

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Cheung Kwan Ling

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

chunyan <

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16 March 2016 at 12:36

Reply-To:

To: info@erphk.hk

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chunyan

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Chan fung ha <**>**

16 March 2016 at 12:36

Reply-To:

To: info@erphk.hk

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Chan fung ha

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Kong Tat Shing <

>

16 March 2016 at 12:39

Reply-To:

To: info@erphk.hk

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Kong Tat Shing

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Leung Yuk Ying <**>**

16 March 2016 at 12:40

Reply-To:

To: info@erphk.hk

本人反對特區政府推行任何形式電子道路收費（ERP），並反對中環及鄰近地區ERP先導計劃，原因如下

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Leung Yuk Ying

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Joe Hui <

>

16 March 2016 at 12:40

Reply-To:

To: info@erphk.hk

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Joe Hui

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Alan Chan <

>

16 March 2016 at 12:41

Reply-To:**To: info@erphk.hk**

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提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

YANNIS CHEUNG <

>

16 March 2016 at 12:42

Reply-To:

To: info@erphk.hk

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提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Brad Ku < >

16 March 2016 at 12:45

Reply-To:

To: info@erphk.hk

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提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Mok wing kei <

>

16 March 2016 at 12:50

Reply-To:

To: info@erphk.hk

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Mok wing kei

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Helex chan <

>

16 March 2016 at 12:53

Reply-To:

To: info@erphk.hk

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Helex chan

提交意見：反對電子道路收費中環及鄰近地區先導計劃2 messages

張小軍 <

>

16 March 2016 at 12:55

Reply-To:

To: info@erphk.hk

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張小軍

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Ricky Chow <

>

16 March 2016 at 12:56

Reply-To:

To: info@erphk.hk

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提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Chun Hei Lau <

>

16 March 2016 at 12:56

Reply-To:

To: info@erphk.hk

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提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

chan kin wai <

>

16 March 2016 at 13:00

Reply-To:

To: info@erphk.hk

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chan kin wai

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Leo Cheung <

>

16 March 2016 at 13:04

Reply-To:

To: info@erphk.hk

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2 messages

Jac Lo < >
Reply-To:
To: info@erphk.hk

16 March 2016 at 13:05

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2 messages

Rick Wong <

>

16 March 2016 at 13:13

Reply-To:

To: info@erphk.hk

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Rick Wong

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

chau <

>

16 March 2016 at 13:15

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chau

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Kavin <

>

16 March 2016 at 13:16

Reply-To:**To:** info@erphk.hk

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2 messages

OR SIU HIN <**>**

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提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

May Kwok <
Reply-To:
To: info@erphk.hk

>

16 March 2016 at 13:17

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May Kwok

E00095

HK ERP <info@erphk.hk>

Views on ERP2 messages

Daryl Liu < >
To: "info@erphk.hk" <info@erphk.hk>

16 March 2016 at 13:17

Dear Sir/Mdm,

Please see my views on the specific questions that were listed on the erphk.hk website.

1. My view is that it should be as wide as possible as traffic on the island is terrible and likely to get worse. The boundaries should be drawn up based on the average speed of traffic for the roads. This is the only sensible method.
2. Yes. I think as wide an area as possible should be favoured. Admiralty, Sheung Wan and even Wanchai should be considered. Cotton Tree Drive and mid-levels should also be a priority.
3. Cordon based system. Too many drivers circle areas causing additional traffic. These drivers should either park somewhere or pay additional fees each time they go into an area.
4. I agree ERP charges should be charged when traffic flow is high.
5. I don't agree Sundays and Public holidays should be excluded. I think it should be based on traffic flow.
6. No comment.
7. This is based on that there should be multiple charging points for very congested areas. Looking at the difference of traffic of the western tunnel and cross-harbour tunnel, I believe a per pass basis should be within the \$20 -\$60 range.
8. I see no reasons for exemptions on concessions beside government emergency vehicles. That would be discriminatory and incentivise users to switch to those vehicle defeating the purpose of the project.
9. IVU technology sounds more sensible with less room for error. It can be then used for other charges like at car parks or homes.
10. No privacy concerns.
11. Useful indicators include, average speed of traffic improving, reduction of road tax due to increased tax from ERP, ease of accessing public transport like taxi's/buses in affected areas, number of taxi drivers willing to enter the ERP areas.
12. Yes, a regular review at the minimum every half year should be conducted.
13. As mentioned, lowering road taxes for users would help offset the ERP charges for users that don't go into the ERP areas. We have too many buses in central already, they also should be reduced.

Other comments:

I believe we need to implement this quickly and not wait for the new wanchai to north point expressway to be finished to re-evaluate. That would be too late. Forward planning is critical as this has already been delayed for decades due to various reasons which aren't justified. The previous feasibility study shows that ERP should and can be implemented.

Regards,

Daryl Liu

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Joanne Leung <

>

16 March 2016 at 13:19

Reply-To:

To: info@erphk.hk

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2 messages

Desmond To <

>

16 March 2016 at 13:20

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2 messages

Wong Yee Ting <

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故此，本人反對特區政府推行任何形式ERP，並反對中環及鄰近地區ERP先導計劃。

Wong Yee Ting

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Bill Chan <

>

16 March 2016 at 13:30

Reply-To:

To: info@erphk.hk

本人反對特區政府推行任何形式電子道路收費（ERP），並反對中環及鄰近地區ERP先導計劃，原因如下

中區道路設計，難以讓車輛繞過擠塞的商業區域到達。在中區全區實施ERP，與懲罰於區內居住的居民無異。

即使只在中區商業區域實施ERP，需要穿過ERP的車流將只會轉移到半山，而不會減少。而半山道路容量比中區商業區更小，實施ERP後對整體交通做成的負面影響將會更甚。

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Bill Chan

提交意見：反對電子道路收費中環及鄰近地區先導計劃

2 messages

Cheung Chun Sai <

>

16 March 2016 at 13:45

Reply-To:

To: info@erphk.hk

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