

The 13 questions on the basic elements and pertinent issues of the Pilot Scheme set out in the public engagement document

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?
- 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)?

Charging mechanism

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

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?
- 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?

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)?

- 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)?

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?

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?

Privacy concerns

- 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?

Effectiveness

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

Complementary measures

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