
ERP Pilot Scheme in Central and its adjacent areas

Denis Leung <
To: info@erphk.hk

>

17 March 2016 at 17:01

Dear Sir

Attached please find a submission from Southern District Councillor Paul Zimmerman regarding the consultation exercise.

Thanks

—
Denis Leung
Assistant to District Councillor Paul Zimmerman

 **Letter to TD- PFL ERP Survey 17 March 2016.pdf**
1208K



中華人民共和國香港特別行政區
Hong Kong Special Administrative Region
of the People's Republic of China



南區區議會
Southern District Council
司馬文區議員
District Councillor, Paul Zimmerman

E00201_encl.

Hong Kong 17 March 2016

Transport Department
Room 3926, 39/F, Immigration Tower
7 Gloucester Road
Wan Chai, Hong Kong

By email: info@erphk.hk

ERP Pilot Scheme in Central and its adjacent areas

Dear Sir/ Madam

We have conducted an online survey among residents of the Pokfulam constituency (D11) on the 'ERP Pilot Scheme in Central and its adjacent areas'.

Over 135 residents responded and 62 (45.9%) of them support the scheme, whilst 65 residents (48.2%) are against it. 8 residents had no comment.

The Pokfulam community appears evenly split on this topic. We note that Pokfulam is outside the MTR catchment areas. There are significant concerns over the service levels of bus and minibus services in Pokfulam. Hence a significant proportion of residents rely on private transport and expect to be impacted by electronic road pricing.

We have also enclosed a detailed report of the responses to the 13 questions posed in the consultation, as well as additional comments respondents made.

I urge you to take the views of the residents of the Pokfulam constituency into account.

Yours sincerely

Paul Zimmerman

Encl. Online survey report - ERP Pilot Scheme in Central and its adjacent areas



Online survey report - ERP Pilot Scheme in Central and its adjacent areas

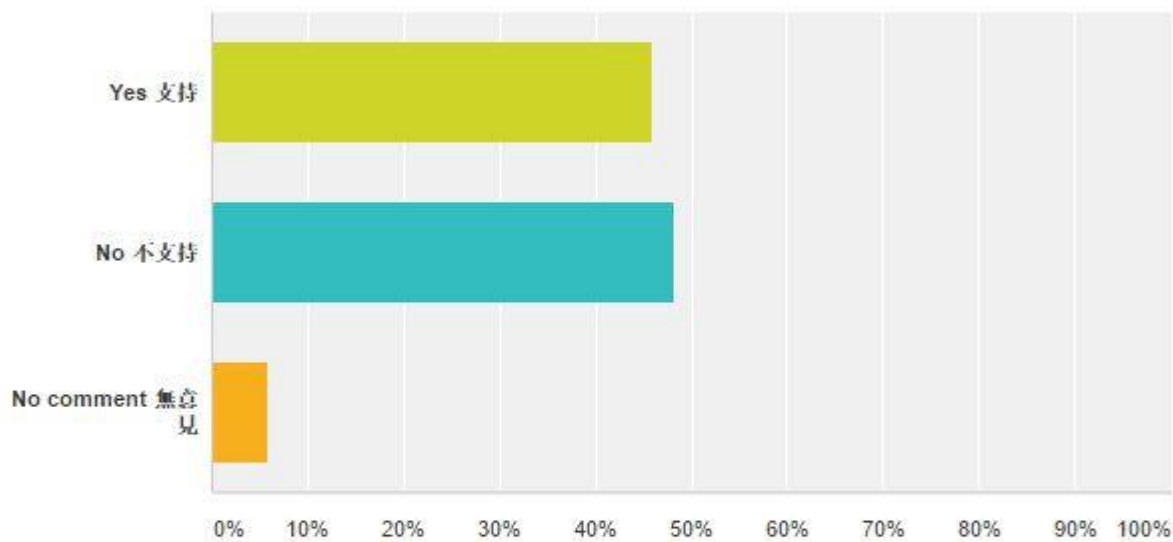
Conducted between 29/2/2016 - 15/3/2016.

135 responses were received.

Question 1

Do you support government's Electronic Road Pricing Pilot Scheme in Central? 你支持政府提出的中環電子道路收費先導計劃嗎?

Answered: 135 Skipped: 0



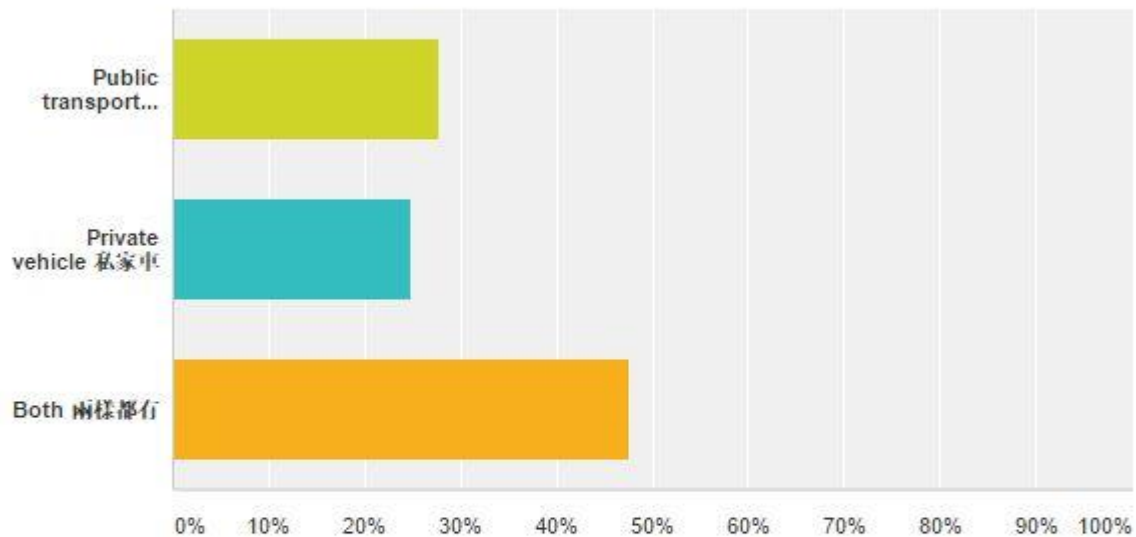
Answer Choices	Responses
Yes 支持	45.93% 62
No 不支持	48.15% 65
No comment 無意見	5.93% 8
Total	135



Question 2

Do you usually commute via public transport or private vehicle? 你通常以公共交通工具或私家車出入?

Answered: 101 Skipped: 34



Answer Choices	Responses
Public transport 公共交通工具	27.72% 28
Private vehicle 私家車	24.75% 25
Both 兩樣都有	47.52% 48
Total	101



Community responses to Government's Question 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?

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？

1	No idea.
2	No need for ERP!
3	If the police enforce no waiting of delivery vans and private cars along central roads there will be no clogging and no reason for any ERP requirement!
4	It should include the areas with the most acute traffic congestion, i.e. from Gloucester Road to Caine Road
5	Isn't the Central-Wanchai Bypass supposed to 'divert the traffic from the commercial centre and alleviate the existing traffic congestion' (source http://www.cwb-hyd.hk/en/highlights_benefits.php)?
6	Only inner areas of Central (excluding entry & exit routes to/from big car park areas e.g., Rumsey Street public carpark & IFC carpark).
7	The ERP scheme should not be implemented, not without first solving the illegal parking along Des Voeux Rd and around the streets of central. The delivery trucks are the major issue causing congestion often parking on double yellow lines and only moving once an enforcement officer tells them to.
8	The boundaries should be drawn up in such a way that it is convenient not to enter central in a car. For example, if ample parking is available just outside the boundary, then it will be relatively easier to park outside the zone and commute on foot or by other means.
9	no
10	I don't support the ERP.
11	All areas around Des Voex Road, Pedder Street, Queen 'sRoad, where traffic is always very slow
12	Availability of parking IFC must be excluded along with ferry pier
13	It should cover all of Central from Queen's Road to the waterfront with only the new Central/Wanchai Bypass being excluded.
14	As big as possible
15	I object this proposal
16	I have no idea
17	Why do we need it. More government. Get diesel double decker bus off the road
18	I don't agree with the current boundary. mainly because i don't reckon there are feasible alternative routes.
19	有明確顯示及在進入收費區前有回頭路或非收費道路選擇
20	No
21	East of Pacific place Three to West of the Mid-Levels escalator
22	the most heavy traffic areas
23	I think we should include Sheung Wan, Central, Admiralty, Wan Chai and Causeway Bay. Those 5 neighborhoods comprise what most people think of as the busy, central part of the Island. In Kowloon I think it should be TsimTsa Tsui, Yau Ma Tei, Jordan, Mongkok, and Prince Edward, Those 5 areas are the most congested.
24	No
25	Disagree - should wait till new road system eg central/Wanchai by-pass completes to assess
26	I would be supportive of the Inner roads within Central being on an ERP scheme.
27	as large as possible.
28	Yes. We would benefit from a walking district.
29	I don't think it should be launched
30	citizen should have the right to review the proposed drawn up of the boundary before implementation



Community responses to Government's Question 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?

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？

31	I work on Hollywood road/lydhurst. This area is incredibly congested an full of double parked delivery vans. I would include it in an ERP area so that there can be less congestion. It will also benefit pedestrians and tourists
32	East: Peddar St, West, Morrison St, North, Connaught Rd, South Queen's Rd C
33	The boundaries proposed by Mr. Zimmerman make sense, but the precise limits are not important. Above all else the principle should be to encourage the free flow of traffic through & around Central, whilst discouraging unnecessary journeys into its core.
34	To shed off unnecessary vehicular presence within the area
35	no
36	include the whole CBD area from sheung wan to causewaybay
37	收費對部分人不公平
38	Yes. I do not think through roads like Connaught and Gloucester should be included
39	I totally against ERP. I think Gov should re-organize and re-schedule bus route to suit peak vs off-peak hours. Look to other cities as example for using circular route buses run in CBD so as to avoid numerous bus route running through CBD. Other route buses should only running from the edge of Central to other destinations to avoid duplicate route.
40	Exclude major arteries like Connaught Road, Cotton Tree Drive, Caine Road, Kennedy Road.
41	All main roads and streets entering Central should be included in the Pilot Scheme
42	No
43	I don't think it should be launched
44	No idea
45	Exclude thru roads for drivers passing through but not entering central. Will be easier to set this up once new bypass is complete.
46	All streets with high vehicle traffic congestion should be included. High traffic congestion creates more pollution and diminishes quality of life more than free-flowing traffic.
47	There should be no ERP scheme in Central
48	Depends on current traffic flow. The highest traffic areas should be within the boundaries. That should discourage drivers from going there.
49	-
50	Central to causewaybay
51	The boundary should be drawn so not to charge for access to any Government Building, since accessibility is a right.
52	If no ERP, Which is my view, then no need for boundaries
53	It should be as wide as is possible. There are too many cars on the road including mine! We have great public transport it should be used more and pollution should be minimised.
54	The setting of boundaries will just push vehicles to the adjacent areas causing the shifting of areas of traffic jams.
55	Make as small boundary as possible. Restricted to critically congested areas. Limit inconvenience to public.
56	Area inside Connaght Road / Robinson Road / Cotton Tree Drive / Morrison Road - this area covers most of the traffic black spots in Central and queues coming off South side of Connaught towards Sheung Wan.



Community responses to Government's Question 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?

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？

57	It would be difficult if the government decides to block out the entire central area to run the ERP scheme. I appreciate that it's meant to deter confessions but it would also cause massive inconvenience to those who work in central.
58	Area inside Connaught Road and Robinson Road / Cotton Tree Drive and Morrison Street, excluding those roads.
59	I think there should be pricing based on peak hours only and NOT penalising traffic that bypasses central
60	No
61	limited to the most congested area in Central, Queen's road, Des voeux road and Connaught Road.



Community responses to Government's Question 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)?

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？

1	Start from Admiralty to end of Sheung Wan.
2	If gov prevents delivery vehicles and private cars from waiting around blocking traffic there is no need for ERP
3	NO!!! If the police can keep drivers from waiting on road sides then there is really no clogging on roads!!!
4	No.
5	yes. The areas along the tram road in Sheung Wan and Admiralty should be covered. Bonham strand, Hillier Road, Wing Lok, etc...
6	I would include parts of Admiralty given the level of traffic congestion but I don't believe Sheung Wan should be included.
7	No
8	Entry & exit routes to/from big car park areas (e.g., Rumsey Street public carpark & IFC carpark) must be excluded so that cars can be parked instead of running on street to avoid the charged zone.
9	no
10	No.
11	no
12	No
13	Admiralty yes
14	No
15	Yes, the control area should extend from Morrison Street in Sheung Wan to the West and to Arsenal Street in Admiralty to the East except for direct access to car parks on the periphery of the control area.
16	Yes, Admiralty
17	No. Should not
18	Absolutely not
19	No.
20	No.
21	金鐘
22	No
23	Yes, Causeway Bay and Wan Chai
24	no
25	Yes, see above, under #5
26	Certainly Sheung Wan, Causeway Bay, Des Veux West BUT NO LOADING except off peak and illegal parking ENFORCEMENT (for a change) are essential too.
27	No - same as above
28	I believe Sheung Wan more than Admiralty, as the roads seem more congested.
29	yes. all of Admiralty and Sheung Wan



Community responses to Government's Question 2

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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？

30	No.
31	I don't think it should be launched
32	yes, Pacific Place and the old Western Market
33	Yes, Sheung wan and queens road west are always backed up these days
34	Yes, Sheung Wan up to Morrison St.
35	No
36	Yes, between Arsenal street and Queen's street
37	no
38	yes, causewaybay
39	否
40	No
41	Yes
42	Again, I am against ERP. I believe this is the wrong approach to address the traffic congestion that we are facing.
43	Yes - the most congested areas.
44	Those roads which are always congested in Admiralty and Sheung Wan should be included too.
45	NO
46	Not necessary
47	No
48	Suggest covering area from pacific place to wing on.
49	Yes. All areas with high traffic congestion.
50	Absolutely not
51	Sam as above if they cross the threshold set by highest traffic areas.
52	No
53	Yes see above
54	Mid Levels, all of Sheung Wan
55	No
56	Yes!
57	No
58	No
59	Perhaps - however care needs to be taken that charging does not push traffic onto other roads in the area, just moving the problem. Best to see first how it works in Central.
60	No.
61	No - if you include for instance Hennessy Road, it will serve to push traffic onto other roads on the grid (e.g. Lockhart / Jaffe), and then you would have to charge for all roads
62	No
63	No
64	no



Community responses to Government's Question 3

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

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？

1	No idea.
2	No ERP
3	NO!
4	Area-based
5	The if the \$36 billion Central-Wanchai Bypass is supposed to alleviate congestion, neither will be necessary
6	This question cannot be easily answered unless the fee schedules & charging areas for area-based & cordon-based mechanisms are available for comparison.
7	Not sure what the difference is..
8	Area based. The problem is based on there being too much traffic in certain areas - I believe.
9	area-based preferred
10	I don't support the ERP.
11	Cordon based area to make the scheme simpler
12	Neither
13	I don't understand the question.
14	Yes
15	If unavoidable, area-based is preferable
16	More sensors, cameras, complexity
17	area-based.
18	區域為本
19	No preference
20	Cordon based
21	area based
22	area based - I think it is more fair
23	No comment
24	Disagree with plan
25	no strong preference
26	are based
27	I don't think it should be launched
28	don't quite understand the difference of the 2 charges
29	No opinion. I am sure there are pluses and minuses to both approaches and costs as well
30	No preference
31	I am not sure what is meant by a "cordon-based" mechanism
32	No comment
33	area-based



Community responses to Government's Question 3

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

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？

34	cordon-based, easy to implement
35	周界為本
36	Not sure
37	Central District ERP
38	Don't know what the difference is.
39	I prefer area-based.
40	I don't prefer either- I do not support the system as it will be of no consequence to the wealthy of HK and will reward them with faster drive times (as has happened in London)
41	No
42	Against the suggestion
43	Cordon based
44	I prefer area-based charging. Cordon-based charging does not address the problem of traffic congestion generated from within the cordon boundary.
45	If no choice, a cordon based scheme
46	do not really grasp the
47	-
48	Not sure which is which
49	Cordon; because it's roads that get vlocked
50	Neither
51	Yes. Hopefully it will reduce cars and vehicles on the roads.
52	I do not agree to charge of any kind
53	No preference
54	Cordon based.
55	No preference
56	None at all
57	area-base, easier to understand and organize.



Community responses to Government's Question 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?

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？

1	Yes.
2	No ERP
3	NO
4	No
5	Yes. There should not be charges during off peak hours such as after 7 pm
6	Yes that makes sense
7	No
8	Yes, only in area and time with heavy traffic flow. No charge for other areas & time.
9	Yes.
10	yes, daytime e.g. 7am-7pm only
11	No
12	Yes day time 8.00 - 7.00om
13	Yes
14	Yes; it should vary according to the speed of traffic flow - the slower the flow the higher the charge.
15	Yes
16	Yes
17	Agree
18	No
19	Absolutely not.
20	Yes
21	是
22	Only traffic flow is high and apply to private car only.
23	No charge 24 hours a day
24	yes
25	I think they should be imposed Monday through Saturday from 8 am until 9 pm period
26	Yes
27	Disagree with plan
28	Yes
29	no. should be constantly imposed
30	Yes, but only in the smaller streets, not the high-flow conduits.
31	I don't think it should be launched
32	yes
33	Yes
34	Yes
35	Yes
36	Yes
37	A specified period of hours only



Community responses to Government's Question 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?

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？

38	yes
39	yes
40	認同
41	Yes
42	Yes
	Do not agree to ERP pilot.
43	There is no park-and-ride area anywhere close by Central for drivers to avoid going into Central.
44	Yes.
45	Yes
46	no
47	No
48	Agree
49	Yes.
50	No as most people using the roads throughout the day who are causing the jams and blocking up the roads are people with drivers and they can afford these charges. Restrictions should be based on odd/even number plates on alternate days...
51	Yes, charges should apply only at peak times
52	ERP charges should be limited to morning and evening rush hours only, not all day
53	Yes, only charge for peak times
54	Yes but not in downtimes and night
55	Yes
56	No
57	No
58	Yes, but no necessarily 0700-1900hrs. It could work just as well to have it from 0700-1000hrs then 1600-1900hrs to encourage changing habits of drivers.
59	No.
60	Yes - however it does not necessarily have to be 0700-1900hrs - it could be 0700-1000hrs then 1600-1900hrs, which would encourage people to stagger their trips.
61	Yes, it should target peak hour traffic only
62	No
63	yes
64	Yes



Community responses to Government's Question 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?

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？

1	Yes.
2	No ERP
3	No need for ERP
4	Yes
5	There probably should be charges on all days. In fact, there are more people driving their cars on the weekends and holidays! Isn't the the ERP charging scheme meant to encourage people to use public transportation more?
6	It makes sense to exclude those times when traffic flow is not a problem, including Sundays and public holidays.
7	No
8	Sundays, public holidays & non-rush hours should be excluded e.g., Mon-Thurs (~2100 to 0700); Fri (2200 to the whole of Saturdays) also should be excluded.
9	Yes. Central is not busy on weekends.
10	yes
11	Yes.
12	Yes only week days
13	Yes
14	Only if the principal roads in Central (like Des Voeux Road Central) are made pedestrian only precincts on Sundays and Public Holidays
15	No, traffic is sometimes bad on weekends in Central as well.
16	Agree
17	No
18	Better yet, why not enforce existing parking regulations. Victoria Road is a parking lot. A pedestrian cant even walk on the sidewalk...
19	No and no.
20	是, 過了上下班時間不收費, 假期不收費
21	Y. Why charge if the road's utilization is below normal?
22	yes
23	yes charging period 8.30am to 7.00pm
24	Yes, Sundays and holidays should be excluded
25	Sundays YES; public holidays NO
26	Disagree with plan
27	No... different pricing mechanism reflecting off peak hours, but do not believe should be excluded.
28	disagree. shud be imposed all the time
29	Yes
30	I don't think it should be launched



Community responses to Government's Question 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?

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？

31	yes
32	Perhaps a reduced tariff?
33	Yes
34	Yes
35	Yes, also non-working / shop opening hours
36	Agree & support
37	yes
38	not really, but can charge less
39	不認同
40	Yes
41	Yes
42	Hong Kong is unique. HK is too small. Our Central is not a mere business center. We have lots of doctor offices, small shops, restaurants in Central. Unlike other major cities in the world, their CBD is a ghost-town during after-hours and weekend.
43	Yes.
44	Yes, agreed.
45	Yes
46	Yes
47	Agree
48	Yes
49	Yes
50	Yes week-ends and holidays should be excluded.
51	Yes
52	Yes, exclude holidays
53	Agreed
54	No. The charging period should be for 7 days a week.
55	Yes, assuming there is charging
56	No. I think the charge should not be imposed on any days of the week
57	Yes - agree
58	Yes
59	Yes - agree. See above regarding hours of operation.
60	Yes
61	Yes
62	yes, from 8:30am til 6:30pm.
63	Yes



Community responses to Government's Question 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)?

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)?

1	vehicles with higher carrying capacities (should have more people sitting at that time) to be charge lower.
2	No ERP
3	Larger charge more.
4	I think that it should be a unified charge. However, public transportation (buses, minibuses, taxis) and vehicles delivering goods should have a different charge.
5	Charge should be based on vehicle size.
6	differential charges based on vehicle sizes (i.e. larger vehicles to be charged more)
7	I have no view as yet.
8	charging rate should be proportional to the CP2 emission of the vehicle i.e. charge more to Benz S600 than Smart ForTwo
9	I don't support the ERP.
10	Same price for all by category (cars, bus, vans) again let's keep it simpler
11	Differential charge
12	The charge should be levied according to the vehicle's engine power(petrol and diesel) with lower charges for less-polluting gas and electric vehicles.
13	differential charges based on vehicle sizes (i.e. larger vehicles to be charged more)
14	differential charges based on vehicle sizes
15	unified charge for all vehicles
16	It should be based on vehicle size.
17	Already complex. Obviously the traffic infrastructure of Central is inadequate.
18	i would prefer a unified charge for all vehicles.
19	Higher capacity at lower rate
20	根據車種收費
21	vehicles with higher carrying capacities to be charged at lower levels. And only to private car.
22	Unified charge with discounts for electric vehicles
23	unified charge for all vehicles
24	carrying capacities, and ambulances, police vehicles, public buses and taxis are to be exempted completely(public transport) Those big tour buses full of tourists should have to pay a higher fee because they cause congestion at taxi stops and bus stops and on the roads - There should be a limit as to how many of them are allowed to operate in Hong Kong - we don't have the infrastructure to deal with them.



Community responses to Government's Question 6

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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)?

25	Differential ESPECIALLY focusing on HGV's.
26	Disagree with plan
27	I would be in favor of a unified charge. Theoretically, a higher vehicle capacity would mean less congestion, but my experience is that most "larger carrying capacity vehicles" are less fuel efficient -- worse miles per gallon performance -- and thus, giving a lower tariff to a larger "people mover" indirectly encourages more fuel inefficient cars on the road... as I think that the buyers/users of these cars tend to be a higher net worth group that will have a relatively higher inelastic demand for use of the roads.
28	unified charge for all vehicles
29	Unified
30	I don't think it should be launched
31	based on vehicle's carrying capacity
32	Differential charges seems logical. I would also suggest that delivery vehicles be incentivized to go in off peak hours. Right now they clog up all of queens road, wyndham etc.
33	Unified charge
34	Unified charges for private vehicles and trucks, with concession for trucks for certain hours. Free for public transport.
35	Commercial vehicles should be charged more (possibly with exemptions for those with legitimate business reasons to be in Central). Higher capacity passenger vehicles do not necessarily carry more people on any given trip and as such should only receive a benefit if they are proven to actually carry more people.
36	One single rate for all vehicles other than those franchised by law provisions.
37	unified charge for all vehicles
38	vehicles with higher carrying capacities to be charged at lower levels
39	根據車輛大小收費
40	No particular view on this point though perhaps the charge should be on a scale based on engine size. The same way in which the vehicle road licence is charged.
41	Differential charges based on vehicle size
42	ERP is the wrong approach to the issue! Should think of not allowing heavy vehicles, delivery trucks, construction trucks to go in CBD during office hours. That may solve part of the problem.
43	Charge more for larger vehicles and larger engines.
44	I prefer unified charges for all vehicles.
45	definitely not capacity as most alphas drive around with one passenger much of the time. Perhaps cars with drivers should be charged more ?



Community responses to Government's Question 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)?

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)?

46	No
47	No idea
48	Differential. Larger vehicles pay more.
49	Carrying capacity.
50	Yes larger cars should be charged more. I think that all 7 and 8 seaters should be charged the most as they are owned by rich people, who then have their drivers clog up the streets as they park waiting for their owners to summon them.
51	Differential charge based on environmental impact (lower charge for vehicles which pollute less)
52	Unified system for cars and higher unified charge for trucks and delivery vehicles
53	Must be based on vehicle size, eg Length, since this is what causes congestion
54	Charge on size of the vehicle. Bigger vehicle charge more.
55	None
56	No charge at all
57	Differential based on size
58	Same to all vehicles.
59	Charges based on vehicle size
60	Non at all. Just cost a lot of Money To implement and will not help to ease traffic
61	unified charge.
62	Charge everybody the same. Its simpler to administer and cheaper.



Community responses to Government's Question 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)?

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?

1	ERP charges should be based on per day basis.
2	No ERP
3	Per day.
4	i think it should be a per pass basis. how do you encourage the people with drivers to drive into town less? they are the ones double parking on roads while waiting for their employers.
5	(\$20) ERP charge is levied on a per day basis; or (\$10) for ERP charge is levied on a per pass basis (charging at each and every charging point.
6	No opinion as yet. This question should be asked to individuals whilst providing them with results of some research. Too open ended a question.
7	Charge should be based on the time a vehicle with inside the charging zone similar to hourly parking car park. And there should be no exemption to vehicles parked in car parks within the charging zone. Otherwise, some people will use duplicate number plates (yes, that is illegal) to dodge the charge.
8	I don't support the ERP.
9	\$ 100 x day
10	Hkd 20
11	HK\$100 per day or HK\$25 per pass
12	ERP charge is levied on a per pass basis
13	On per pass basis
14	Get rid of empty, polluting, travelling bill-board, noisy , dangerous, double decker buses.
15	(a) \$200 (b) \$50
16	按次收費
17	5-10 dollar
18	levy on a per pass basis
19	20.00 HKD per charging point ought to do it on a per pass basis and if it is per day it should be 50.00 HKD
20	Since most of the problem is caused by the drivers of the rich pricing is less effective than a ban (with sever penalties) for car use in the designated areas outside of permitted days (eg use only on alternate days permitted.
21	Per pass basis would change behaviour better.
22	ERP charge is levied on a per pass basis (charging at each and every charging point)
23	Day
24	I don't think it should be launched
25	per pass
26	Not sure what the number should be. I do know that traffic tix and fines are too low by global standards. Also police rarely ticket cars. I drive, so I know this!



Community responses to Government's Question 7

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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?

27	HK\$ 50 per day
28	Charged for each entry.
29	It should be considered in the light of MTR / bus fare alternatives
30	MUST be "On a per pass basis"
31	(a)
32	charge is levied on a per pass basis
33	按每次駛經收費
34	No
35	a per pass basis
36	It's too complicated for motorists to remember all the rules. Transport Department needs better city planning.
37	No suggestions.
38	a: \$100-200 per day basis . b: \$30-50 per entry basis.
39	No
40	Per pass
41	\$50-100 per day
42	HK\$50 per entry, HK\$200 for 7 and 8 seaters per entry.
43	-
44	Per day basis
45	Per Pass
46	no preference how it is charged as long as it is charged.
47	None
48	No charge at all
49	Per day basis probably less punishing for commercial traffic also per pass will just encourage more illegal parking by private drivers who will not leave the zone once in it.
50	Even in renowned cities like London they would charge on per day basis. Charging on per pass basis would create further difficulty on drivers who has no alternative route but to bypass central.
51	A per pass basis otherwise a single charge will encourage repetitive use once the initial charge is occurred
52	No
53	b) per pass.
54	Have no idea at all. Presumably there is data from other countries that have implemented such schemes that can be drawn on to develop a scheme for Hong Kong.



Community responses to Government's Question 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?
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？

1	No.
2	No ERP
3	buses, minibuses, because they are public transportation. you want to encourage them to be efficient in their services as well as encourage the public to not drive their cars into town as much. i consider taxis to be public transportation as well, (a more expensive type of public transportation), but those taxi drivers need to drive to earn a living. perhaps they can be charged on a per day basis or less and the fees passed onto the customer because taxi drivers might need to go into central to pick people up/ or drop them off.
4	There should be no exemptions. Concessions could be given for motorbikes/scooters but not for EV.
5	Agree for public transport & car for the disabled/elderly. Route to/from car park areas (i.e., Rumsey Street & IFC carparks before entering the inner areas) especially for Southern district residents to be excluded.
6	Exemptions for public vehicles such as taxis, buses etc. Exemptions for the disabled.
7	No exemption allowed
8	I don't support the ERP.
9	No exception except residents in that area should have a price reduction - 50%
10	Yes
11	No, only emergency vehicles and public service vehicles should be exempt.
12	yes, Disabled, possibly electric cars to encourage their use.
13	No exceptions
14	Personally , I object the scheme If unavoidable, the public vehicles + taxi, delivery trucks, handicap drivers
15	There should be no exemptions.
16	Motorcycles.
17	No.
18	免除傷殘人士車輛收費
19	Yes. To all mass public transport such as bus, mini-bus
20	discount for electric vehicles
21	vehicles driven by disabled persons or with permit to carry certified disabled passengers
22	police vehicles, ambulances, and fire trucks and equipment should be exempt and so should public transport vehicles like buses, minibuses and taxis.
23	I assume police vehicles would be part of exemption. There should be exemptions for the handicapped but penalties, as in most countries, for illegal pretence of handicap
24	No
25	taxi and public transport should be exempt
26	No



Community responses to Government's Question 8

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27	no
28	I don't think it should be launched
29	Public transport and taxis.
30	No
31	Public transport, and trucks for specific hours.
32	Yes - there may be appropriate exemptions.
33	Emergency vehicles to include those from public utility organizations for urgent needs only. No others.
34	yes,
35	maybe concession for disable
36	同意，政府車輛
37	No
38	no
39	No exception.
40	Exempt buses to encourage public transport.
41	All public transport i.e. mini bus and buses.
42	Not sure
43	No
44	Yes, public transport
45	Do not support exemptions.
46	Buses, Taxi only.
47	Delivery vehicles should be exempted, but not the small vans that are classified as commercial, but actually personal transport.
48	-
49	No
50	NO Exemptions
51	No
52	Taxis, mini buses
53	No charge at all
54	Taxis and buses to be exempt or have concessionary rates, as they serve those leaving their cars at home. Would it be possible to restrict empty double decker buses so that they can only access outside peak periods?
55	Yes. Those working in central (those who drives to work).
56	No concessions
57	no,
58	No
59	Although I think I'm contradicting one of my earlier answers my intuition is to exempt all buses.



Community responses to Government's Question 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?

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？

1	ANPR more preferable.
2	No ERP
3	how would the occasional driver be charged? would they be required to buy a device on the off chance they might drive into town? and if we use ANPR, how will the driver get billed?
4	ANPR
5	No opinion.
6	ANPR optical plate recognition cannot be used. This is because since the 1st auction of PVRM in 2006, many vehicle owners make and use PVRM display that is hard for cameras to identify. For example, some plate have spacing between letter/numeral that is too small. Or they deliberate doctor the display of e.g. 'B' to make it look like '8'. Stand on the street for a while and you can see these iffy plates.
7	I don't support the ERP.
8	ANPR
9	No preference
10	I think an IVU would be more foolproof: a number plate can be easily obscured in heavy traffic
11	ANPR technology
12	短距離微波通訊科技
13	Really, is the future sardines in a can. CCTV cameras and gps transponders on our ankles....
14	I believe the ANPR is more suitable, not only for the EPR scheme but also regarding privacy concerns.
15	Dsrc
16	短距離微波, 參照新加坡做法
17	no idea.
18	DSRC: use the existing Auto-Toll
19	DSRC
20	the DSRC technology is less invasive of people's privacy and therefore it should be preferred.
21	the latter.
22	DSRC
23	DSRC
24	ANPR
25	too technical, beyond my understanding and knowledge
26	I don't think it should be launched
27	No idea, this is a technical question
28	ANPR
29	ANPR
30	No comment



Community responses to Government's Question 9

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31	ANPR
32	DSRC
33	DSRC better, learn from experience from Singapore
34	自動車牌識別科技
35	ANPR
36	no comment
37	Any system will cause the citizens more tax dollars.
38	No opinion.
39	ANPR
40	DSRC
41	No
42	No idea
43	DSRC
44	ANPR as this provides valuable data on the behavior of certain motorists that could be leveraged to help the scheme evolve to ensure it remains effective.
45	An IVU system, which I guess is what they use in Singapore and we use in the tunnels and bridges, that debits an accounts is probably the most practical. As the car passes a gantry, the charge is made.
46	-
47	Anpr
48	ANPR
49	Anpr
50	Neither
51	N/A
52	ANPR - otherwise occasional users may be penalised for not having IVU
53	No comment.
54	Anpr
55	ANPR because not need to install payment system in individual car.
56	Frankly I find it weird to ask the general public such detailed, technical questions. I mean really how are we supposed to know.



Community responses to Government's Question 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?

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？

1	No comments.
2	how will the data be used? how long will it be kept?
3	I have no concerns.
4	mechanism to ensure safe data handling, storage and deletion must be in place and supervised by a body with government officials & councillors.
5	No concerns.
6	no
7	Yes. I don't support the ERP.
8	Yes
9	Some concern but I think the benefits outweigh the drawbacks
10	No.
11	None
12	No comment
13	Start with proper emissions checks of diesel lorries and buses. Again, enforce existing laws.
14	Yes. I hope to see more information and details on the technology to be used for recording the traffic flow to the ERP area and also that regulations governing how these information cannot be used for any other purposes should form part of the ERP scheme.
15	沒有, 不做犯法事沒有什麼要怕
16	No idea.
17	no
18	no
19	Not unless we use the ANPR scheme which I think is keeping too close a track of the exact times and places a person travels.
20	No concern re privacy
21	NO
22	no
23	no
24	The government will track the movement of the residents.
25	Not sure.
26	No
27	No comment
28	No
29	Rubbish! No concern!
30	yes



Community responses to Government's Question 10

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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？

31	as long as the TD do by themself, not to outsources, should have no problem in privacy on the data collected.
32	個人資料無法保障
33	No not really
34	no concern
35	No concerns.
36	No.
37	Just in general terms of too much private data stored and that becomes a norm
38	Yes. I don't support the plan
39	Yes, but no idea
40	Not a concen
41	None
42	No, if it works like the Autotoll, then fine why worry...
43	-
44	No
45	No different from radar cameras
46	No concerns
47	Yes, if it implemented.
48	N/A
49	No concerns - traffic and weather cameras are everywhere now in any case.
50	No comment.
51	no because I have confidence in the transport department for the confidentiality the these information.
52	No
53	This is the Hong Kong Government. They have no respect for our privacy genrally so why should be start bothering about this vis a vis road pricing.



Community responses to Government's Question 11

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

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？

	when buses and minibuses need to increase their services due to the increased amount of people taking them.
1	less traffic during Peak hours
2	?? No idea.
3	Amount of vehicular emission
4	Traffic flow
5	Availability of alternatives transport for people e.g., MTR for south districts; time needed & traffic flow needed to enter/exit Central
6	You should look at the type of cars and people who frequent Central in their cars. If ultimately, all those who drive into central will continue to do so with an ERP system in place, the system simply becomes a revenue raising opportunity - which I am adamantly against. The key is will the system reduce congestion and research is required to better understand this.
7	average vehicle speed
8	I don't support the ERP.
9	Reduction of traffic (sped if curcuma toon), # of vehicles affected
10	Pollution levels
11	The number of vehicles entering the control area each hour and the average speed of the vehicles moving within the area.
12	Reduction %
13	Time of passage on the roads
14	You're kidding yourself thinking that charging private cars will reduce noise, pollution and congestion.
15	congestion at peak hours.
16	車輛平均行駛速度
17	time from point 1 to point 2.
18	number of vehicles degree in reduction of congestion
19	1. How much the traffic actually diminishes, statistically 2. Feedback from drivers and also from non drivers and pedestrians
20	Traffic level reduction in designated areas. Improved roadside pollution levels.
21	# of cars in pilot scheme zones per certain hours. pollution metrics (?).
22	no comment
23	I don't think it should be launched
24	Reduction in vehicles, increase in journey speed. Less pollution, a better pedestrian experience. Removal of so many ugly metal barriers. Fewer tycoons in Alphards



Community responses to Government's Question 11

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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？

25	Travel time through Central
26	Level of congestion within the area and also the boundary roads.
27	Public transport passenger volumes
28	By comparing number of vehicles in specifid area before and after commencement of the scheme.
29	average vehicle speed increase in the area.
30	average time travel, say from outside of the zone to central of the zone
31	Not sure
32	improvement of traffic condition
33	Number of vehicles and speed of vehicles on a sample street.
34	Average moving speed of the vehicles.
35	not sure
36	Traffic
37	Traffic flow analysis
38	If it does not cut traffic by at least 30%, it probably cannot be considered a success.
39	-
40	Traffic density in central
41	Car registrations drop
42	Less traffic on the road. Fewer idling engines.
43	Not needed if it isn't implemented
44	N/A
45	Traffic blockages at peak hours. Speed of flow through problem areas.
46	Whether congestion in central can generally be reduced by half.
47	What is the intent of tje program? If it is to encourage bypass them we must measure traffic on the by pass routes. It depends entirely on what the objectives are
48	overall traffic decrease in the area.
49	Does it reduce traffic congestion in peak periods. What proportion of income generated is spent administering the scheme



Community responses to Government's Question 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?

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？

1	yes!
2	Yes.
3	No ERP
4	Yes it needs to be reviewed regularly
5	Yes
6	Yes.
7	yes
8	I don't support the ERP.
9	Yes once a year
10	Yes
11	Yes, definitely
12	Yes
13	Yes
14	Yes
15	The rich will drive anyway regardless of the cost. The middle-class commuter already take public transportation. What's the point....
16	Yes
17	Yes
18	是
19	y
20	yes
21	yes
22	Yes
23	Yes
24	yes. it should be dynamic to meet the reduced congestion and/or reduced pollution goals.
25	Yes
26	yes
27	I don't think it should be launched
28	Yes
29	Yes
30	Yes



Community responses to Government's Question 12

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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？

31	Yes
32	Agree!
33	yes
34	yes, sure
35	同意
36	Yes
37	yes
38	Yes.
39	Agreed.
40	yes
41	No
42	Yes
43	Yes
44	No, someone expecting to be charged a particularly fee should not be surprised by a higher charge than expected. Same as the bridges and tunnel tolls.
45	Yes
46	-
47	Correct
48	Yes
49	Yes
50	No
51	N/A
52	Yes - no point unless it is effective
53	Yes
54	Yes but it should not be reviewed more than a pevefy three years
55	yes.
56	This is a stupid question.



Community responses to Government's Question 13

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

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？

1	police giving warnings to drivers parked or waiting in "no parking" zones, and then following through with tickets when drivers don't comply within a reasonable amount of time.
2	Begin with reasonable charges to let public understand the system.
3	Yes, make sure that vehicles are not blocking the roads by parking along the way? Make sure the pick up and drop off and mandarin landmark is only possible at off peak hours. Make sure private car drivers don't block the roads waiting
4	Stop drivers waiting around in central!!! They clog the roads. No need for ERP
5	Enforcement of illegal parking and loitering penalties on roads would be more effective than a congestion charge at reducing congestion. This is true across all of HK, not just Central.
6	1. MTR for southern districts in HK island. 2. Increase public transport accessibility from southern district (i.e., Baguio villa) to MTR station 3. Increase public carpark areas outside the charging zone.
7	See point 15 above.
8	satellite car parking facilities should be built outside the charging zones to encourage Park-n-Ride
9	I don't support the ERP.
10	Ban from the streets very old vehicles which produced high level of pollution- this should be a top priority for the government
11	No
12	See the answer to question 9 above.
13	Get it done as soon as possible.
14	No comment
15	Build a proper bypass. Heading west bound a motorist as no choice but to go down Pedder Street to get on the island corridor. Ask yourself why we have congestion...
16	na
17	車內裝置由政府免費提供
18	no idea.
19	no
20	Limit the number of automobiles that can be licensed every year- thus limiting the number that can be on any of our roads. The climb in auto ownership in the last 6-7 years has been ridiculous for a place this size.
21	Proper enforcement of parking laws. Increased fines ESPECIALLY for repeat offenders. Vehicle clamping for repeat offenders.
22	---
23	don't know yet
24	I don't think it should be launched



Community responses to Government's Question 13

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

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？

	Enforce existing traffic laws. Don't allow everyone to double park on Queens road (sometimes you will see a mercedes triple parked with its lights flashing) In NYC this would be a USD 500 fine, which is why New York is much more liveable these days. Cycling lanes?
25	Right now the rich drive with impunity in HK. Police don't enforce. I asked a police man the other day if I could park in a spot. He said it was illegal, but that he didn't see any traffic wardens around. Where else does this happen but HK?
26	No
27	Road signs, markings, etc.
28	Perhaps the biggest problem in Central is the double parking practices of professional drivers at sites such as QRC and Ice House St. The police seem uninterested in dealing with this.
29	That could possibly come after commencement with a view to fortify effectiveness.
30	have more public transport to support, learn from Singapore, introduce COE
31	Yes. Can ANPR technology be used to do what the HK Police seem incapable of doing. Namely charge/fine vehicles for parking/waiting where they should not, i.e. outside Prince's Building, Chater Road side. Likewise for vehicles entering and stopping inside yellow boxes at busy junctions. I am sure there are probably a few other like offences that could be covered by this but these are the 2 that come first and foremost to mind..
32	no comment
33	There are cities not using ERP, but address the core problem of travel congestion yet providing convenient access to CBD.
34	There should be some pedestrian streets and bicycle paths closed to traffic.
35	No comment.
36	no
37	Don't agree
38	Police need to enforce illegal parking and waiting. Much of the traffic congestion is also due to double and even triple parked cars with chauffeurs. Can be found throughout central. What are the laws for if not enforced?
39	lincrease the fines and have stricter implementation of fines for chauffeurs 'waiting' at street sides clogging up the roads with more police presence in Central.



Community responses to Government's Question 13

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

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？

40	Odd v even number plate access
41	-
42	I would think of first seeing how the central bypass works out before implementing the system.
43	Build more roads and carparks
44	More roads
45	N/A
46	Crack down on illegal parking and waiting - vehicles double parked cause as many problems as traffic on the roads. Owners of vehicles driven by private drivers are not affected by monetary fines - how about clamping vehicles and only release to registered owner so it genuinely impacts on them. Fines have no effect.
47	I simply think that this does not work in Hong Kong.
48	Clearly identify what the objectives are. For example, I live in pokfulam where public transport to central is not very efficient
49	more proactive on fining unauthorized parking.
50	I'm not a traffic engineer.



Open ended question

I have the following comments on Electronic Road Pricing Pilot Scheme in Central:

我對中環電子道路收費先導計劃有下列意見：

1	Why do you think ERP will reduce traffic congestion? The diverted traffic will flow into other areas and block those areas and pretty soon you'll have ERP there too. We live in this neighborhood, why do we have to pay for using our own roads?
2	I strongly disagree with the Electronic Road Pricing Scheme. It is just like opening your bank account and let the government have free access to sucking out all your money you have in the bank!!!! See what the Singapore government have done? They had increased the Electronic Road Pricing as and when they like!!! Does it really reduce the traffic? The answer is no, whoever needs to be at that destination need to use the road has to go through that road, there is no choice. It is a daylight robbery scheme!!! The only person who benefit from it is the government, no one else!!! It will only make the people poorer due to unnecessary spending of money on the road!
3	It is a good idea. But the government needs to think big picture. HK is so small and we need to continue to encourage people to take public transportation! It is so convenient, reliable, (for the most part) and cheap! We need to find ways for public transportation to be more efficient. Also, as areas are being gentrified, perhaps those small areas need to be pedestrian only in order to reduce the amount of vehicles going into the area and creating traffic build up.
4	No comments. Thanks.
5	Don't support ERP. Enforce no waiting for private cars. Enforce non-peak hour delivery rules so that huge delivery vehicles don't clog the roads. Minimize construction vehicles during peak hours.
6	Not necessary! If the police can make sure the delivery vehicles and private car drivers don't wait along central roads, traffic congestion would come down drastically! Why doesn't gov impose goods delivery timings to be other than peak hours? Most roads are blocked by waiting vehicles which no ERP will solve!
7	It will be an expensive mistake. It would be far more effective and cheaper to pedestrianize the heart of Central.
8	This ERP concept is something that will generate a lot of frustration and again discrimination based on money. If the authorities want to bring more speed and fluidity in Central traffic, why not enforcing existing laws and rules? It is amazing to see today that when a road has 2 or three lanes, there is always one (or two) that is blocked by trucks or cars that just "park" on the road. Put more double yellow lines and force drivers of the "limo" to go to car park, and you will recover a much more fluid traffic. You have behaviours and attitudes problem that create this chaos, and your answer is just to make it more expensive for drivers to go in central? I think that is a very insensitive answer. And by the way, in Singapore and London (your benchmark?) people don't park on the road to make a quick shopping. Unlike in Hong kong... Things are not comparable (but for the additional revenues that the government can expect, of course!)
9	I don't support the ERP.
10	I am already paying taxes to the government and the government needs to build flyovers or other road measures. The government cannot charge me more for driving my car through the city.
11	Increase bicycle lanes and promote healthy lifestyle!
12	Don't delay any more: it should have been introduced 25 years ago.
13	I will NOT support.
14	After the completion of the Eastern Corridor, the congestion at Central will be eased
15	NA



Open ended question

I have the following comments on Electronic Road Pricing Pilot Scheme in Central:

我對中環電子道路收費先導計劃有下列意見：

16	It is unnecessary.
17	if existing traffic regulations are enforced (especially illegal parking) traffic in central will move sufficiently - to use private car in Hong Kong already among highest in world hence to add more is unreasonable - more sense makes to introduce even/uneven car licence nrs to use central in turn , one day even nrs , other day uneven ; cars without nrs on lic. plate can be sorted under even nrs
18	I am against the ERP. As the traffic police to enforce the law and giving out more ticket should solve the problem.
19	Omit the main thoroughfare of Connaught Rd and the new road tunnel from Central to Wanchai.
20	Enforce existing laws. Double standards exist for buses and lorries.
21	Make it a part of your strategies for limiting the number of automobiles owned in Hong Kong and also the amount of time they are on the road in congested areas.
22	We need fewer cars not more roads.
23	The current building density exceeds the tolerable level. Traffic is a must for the local residents and ERP is thus becoming a nonsense.
24	I think is a positive idea that should be looked at as a pilot for NOT only congestion, but as a proactive way to decrease pollution. If successful, other high congestion/pollution areas should be implemented, as well (Causeway Bay, etc.). I also believe that a system that penalizes more pollution-generating vehicles should be more aggressively used. This includes trucks and vehicles used for commercial purposes.
25	During peak hours, we should adopt the scheme.
26	I don't think it should be launched. The problem of the traffic jam is due to the illegal parking of the private car in Central such as Prince Building, Alexander House, Pedder Street. Even launch this pilot scheme, it will not help to solve the traffic problem.
27	Please implement. It is a good idea. The traffic in Central has gotten steadily worse over the last five years. Please end the practice of double parking. The perception of the populace is that HK is in the hands of Tycoons--this impression is confirmed when you see double parked chauffer driven cars every day in Central and police doing nothing to confront it. Also, this will help air pollution and help make the streets somewhat more pedestrian friendly. I would also suggest that you turn stanley street into a pedestrian walkway. Why do you need vehicle access (and double parking every day) there.
28	The scheme may encourage some establishments to move business to outside The Area. Government & Town Planning offices must keep a close eye to assist modifying the scheme as tme goes by.
29	It already costs a fortune to park in Central. Further charging would stop me driving to Central at all. The new tunnel will relieve the congestion anyhow so no need for another charge. Car tax already onerous on new vehicles so again no need for another charge.



中華人民共和國香港特別行政區
Hong Kong Special Administrative Region
of the People's Republic of China



南區區議會
Southern District Council
司馬文區議員
District Councillor, Paul Zimmerman

Open ended question

I have the following comments on Electronic Road Pricing Pilot Scheme in Central:

我對中環電子道路收費先導計劃有下列意見：



Open ended question

I have the following comments on Electronic Road Pricing Pilot Scheme in Central:

我對中環電子道路收費先導計劃有下列意見：

30	no
31	please start ASAP, the traffic issue already lower our GDP a lot, please learn from Singapore
32	I don't think the pilot will give any correct insight. The "new" fee charge may make people avoid driving to Central during the test period. Then the result will give a false assessment of the situation. Meanwhile, everyone suffer for the inconvenience. Taxi fare probably will go up to cover for the ERP fee. Only MTR may be benefit in getting more riders. I'm not against MTR which I love to use. But there just won't be fair choice for people needing to go in Central.
33	As mentioned before , charging schemes do not effect the wealthy - they as usual target the middle classes who are already struggling.
34	I don't support this plan
35	I disagree the scheme
36	It will not resolve the problem amicably, instead only for the benefit of rich people.
37	The problem of congestion in Central is not so much the number of cars that enter and park in the car parks in Central, it is really caused by owners who use drivers that remain in Central who block lanes, while they wait. If these drivers were to use designated parking areas, the flow through Central would be much better.
38	Absolutely needs to be implemented to bring HK in line with other major global cities, not least because of the pollution problems in this congested space attributed to exhaust fumes.
39	Don't do it
40	Vehicles on the road must be reduced. Pollution on the roads must be reduced. Charge high and bobs your uncle!
41	I totally do not agree to the implementation of this scheme
42	Main arterial routes should remain toll free - only those roads where there is a clear choice about whether they are used or not should be included.
43	I propose there is no charging for the use of Connaught/Gloucester Road Corridor, but for the use of the inner areas only
44	It is a non-starter. The proposal causes confusions and unnecessary agruments. What is achieved in other places may not be applicable in HK taking into the unique traffic situation. Those who need to enter Central will be mind to pay for the pricing. Those who do not want to pay has to stop close to the Central whereby causing more traffic chaos.
45	Strongly opposed unless it's strictly refined to the queens road central area.
46	Hell no! No in the 80's and a bigger no now
47	Clarify objectives
48	ASAP.
49	This is a ludicrous public consultation exercise. The government has asked "the community" specific technical questions to which only professional or people with expertize can be expected to contribute sensible answers. What is it about public consultation that the government does get, even now, 2016?
50	Fine all boss cars can solve the problem. Lazy government can do no good to the citizens.

Letter to TD - DHK ERP Survey 17 March 2016 v2, DHK ERP survey report 16 March 2016

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

17 March 2016 at 17:00

Dear sirs,

Attached please find the letter of Designing Hong Kong comment on ERP Pilot Scheme in Central and its adjacent areas.

Best Regards,
Miffy, Ng Chun Wing
Designing Hong Kong Limited
Tel:
Fax:

Website:
Facebook Page:

2 attachments

 **Letter to TD - DHK ERP Survey 17 March 2016 v2.pdf**
283K

 **DHK ERP survey report 16 March 2016.pdf**
543K

創建 Designing HongKong 香港 .com

Hong Kong 17 March 2016

Transport Department
Room 3926, 39/F, Immigration Tower
7 Gloucester Road
Wan Chai, Hong Kong

By post and email: info@erphk.hk

ERP Pilot Scheme in Central and its adjacent areas.

Dear Sir/ Madam

We have conducted an online survey among friends of Designing Hong Kong on the 'ERP Pilot Scheme in Central and its adjacent areas'.

We received 375 responses and the majority 253 (67.5%) appear to be in favour of the scheme, whilst 109 (29.1%) oppose ERP.

We have also enclosed a detailed report of the responses to the 13 questions posed in the consultation, as well as additional comments respondents made. There are significant concerns over lack of illegal parking enforcement and lack of parking spaces near the districts. The responses regarding technology are mixed as the costs and benefits are not readily apparent. Equally, the pros and cons of different boundaries for the charging area and pricing are yet unclear to respondents and warrant further consultation on detailed options in the future.

I urge you to take the views of the respondents into account.

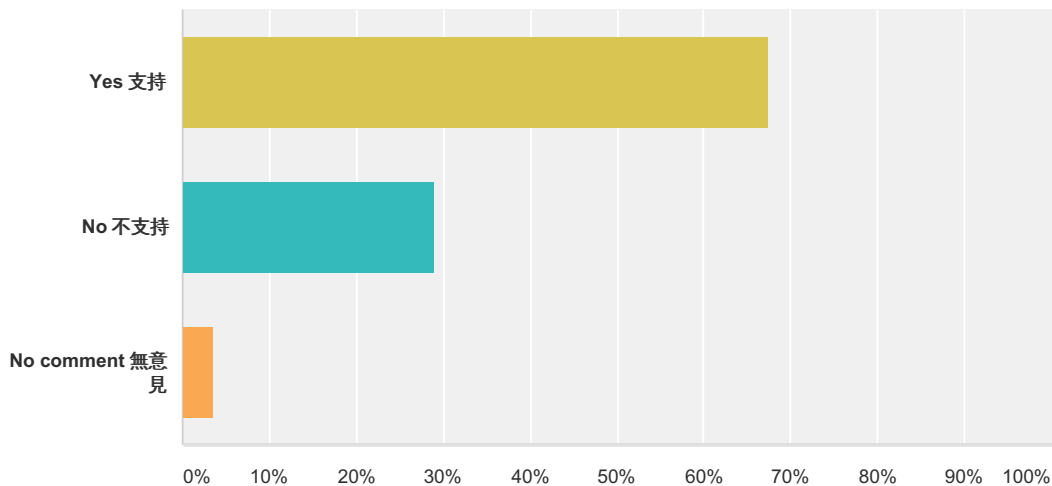
Yours sincerely

Paul Zimmerman
Chief Executive Officer

Encl. Online survey report - ERP Pilot Scheme in Central and its adjacent areas

Q1 Do you support government's Electronic Road Pricing Pilot Scheme in Central? 你支持政府提出的中環電子道路收費先導計劃嗎?

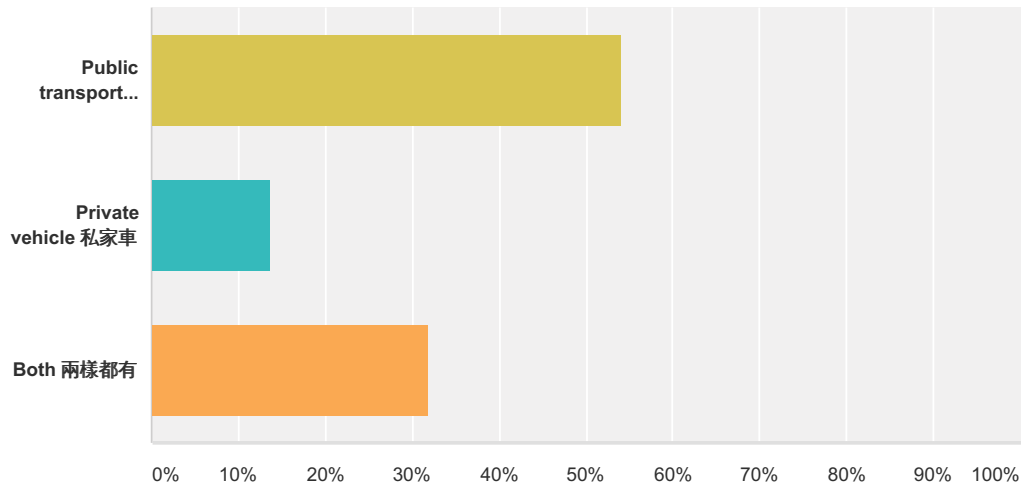
Answered: 375 Skipped: 0



Answer Choices	Responses
Yes 支持	67.47% 253
No 不支持	29.07% 109
No comment 無意見	3.47% 13
Total	375

Q2 Do you usually commute via public transport or private vehicle? 你通常以公共交通工具或私家車出入?

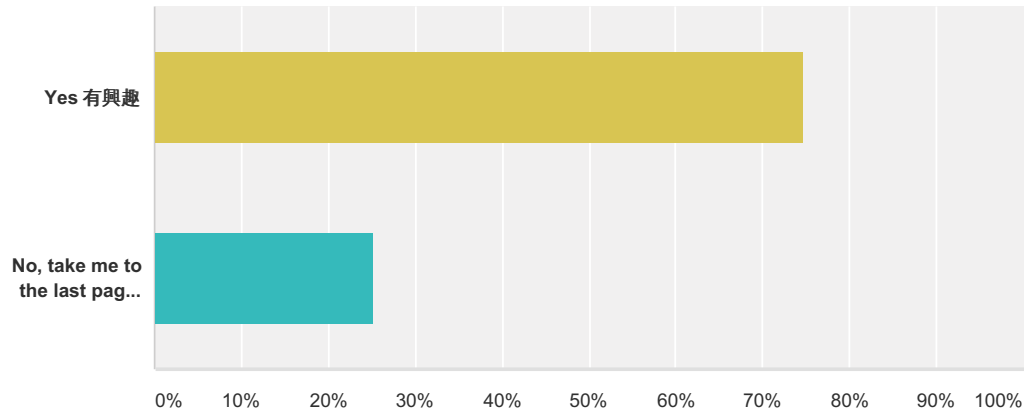
Answered: 375 Skipped: 0



Answer Choices	Responses	Count
Public transport 公共交通工具	54.13%	203
Private vehicle 私家車	13.87%	52
Both 兩樣都有	32.00%	120
Total		375

Q3 Do you wish to proceed to the detailed 13 questions asked by the government? 你有興趣就政府提出的13條具體問題提出意見嗎？

Answered: 375 Skipped: 0



Answer Choices	Responses	
Yes 有興趣	74.67%	280
No, take me to the last page of this survey 沒有興趣，請跳到最後一頁。	25.33%	95
Total		375

Pages 4 to 22 have been removed as they contain personal information.

Q5 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? 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？

Answered: 166 Skipped: 209

#	Responses	Date
1	It should not affect residents of Mid Levels.	3/15/2016 5:59 PM
2	No strong views subject to the provision of adequate relief roads. It is important that the boundary can be adjusted in the light of practical experience.	3/14/2016 1:53 PM
3	The boundary of the area to be covered by the ERP Pilot Scheme should ensure that through traffic i.e. traffic whose final destination is not within the area, is not unnecessarily penalised and there are sufficient relief roads for such traffic. However, the use of these roads needs to be carefully monitored to ensure that they do not become congested at certain times. If necessary, the boundary should be adjusted to reflect traffic conditions on the ground.	3/14/2016 1:40 PM
4	I think it should ONLY confine to the very central area in Central. Those roads along the harbour should leading to other places should allow people to drive through to other area since they are not going to the Central.	3/14/2016 12:34 PM
5	No, should not be existed	3/13/2016 9:04 PM
6	Bottom of Garden Road, Admiralty end of Chater Road. DVR totally pedestrian zone + trams. Hollywood Road,	3/13/2016 7:19 PM
7	不應收費，政府應先限制境外車輛進入本港;2.只限公共汽車進入該區域，減低流量;3.打擊違規停車/泊車，並且拖走違法車輛，罰款已經過時失效	3/12/2016 4:16 PM
8	I live in Central. One of the biggest issues contributing to Central traffic (I cannot speak to TST situations) is the Police's apparent unwillingness to ticket, tow, boot, etc. loitering / improperly parked vehicles (private cars, delivery trucks, taxis, tour buses, etc) that clog the various arteries into and out of Central especially in the afternoon rush hours. This issue should be managed first and immediately - regardless of an ERP scheme. Many intersections have grids painted but in 22 years in HK I have never heard of anyone being ticketed for "blocking the box" - a practice used in New York City years ago to great impact to alleviate gridlock problems. The fine was USD 200 or about HK 1,500. Likewise bus only lanes for ONLY franchised buses (not tour buses...) and emergency vehicles would speed public transport and discourage private car use. As for the boundary issue: However, the borders are drawn, taxi/car "loitering" within the covered area need to be taken into account. In Singapore, much of the Covered Area is wide streets with multiple lanes. Taxis and others attempting to stay inside the Cordons to avoid multiple charges very often have route options and space to maneuver to stay inside before collecting a passenger and leaving the Covered Area. In HK, these loitering vehicles will be met with our very narrow streets and very few options for where to go to stay inside the area, thus with ERP the loitering vehicle problem in Central could become much worse than it currently is.	3/12/2016 3:20 PM
9	Connaught Road Central should be excluded but Queens Road Central, Des Voeux Road Ice House Street, Chater Road, the lower parts of Garden Road and Cotton Tree Drive should all be included	3/10/2016 7:40 PM
10	It should extend through Central to Admiralty and south Wanchai (Queen's Rd East). Traffic along Queen's Rd East is very heavy and illegal parking a major problem	3/9/2016 7:28 PM
11	• As noted above the starting point is to set objectives for traffic flow at certain key points. The authority which manages the ERP should then be given an operating area which is ample for achieving this objective but may initially try using only part of this area.	3/9/2016 2:30 PM
12	no specific views, but have to balance how it affects professional vehicles/drivers (e.g. delivery trucks, vans...etc.) and private cars. With the government famous (or infamous) or creating policies that carry a lot of loopholes for big businesses/wealthy individuals, we have to make sure that the scheme really achieves what it sets out to do and not end up becoming another white elephant project from which to take from the poor and giving to the rich.	3/9/2016 1:50 PM
13	No	3/8/2016 11:29 AM
14	Waste time Waste money for this public survey Only harm for the general simple citizens but no harm for the riches	3/7/2016 11:45 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

15	No, but Government should ensure enough car parking space is in the area, otherwise, cars that entered will double or triple park to stay in the zone.	3/7/2016 3:26 PM
16	The agency charged with administering the ERP should be given traffic flow speed objectives for key roads and the power to amend the area and charges if, after consultation, it considers the amendment will better achieve these objectives.	3/6/2016 11:53 PM
17	Any kind of boundary will not solve congestion if illegal parking/ waiting , delivery vehicles are not properly prevented from obstructing traffic. Also some of the buses could and should be diverted from using Des Voeux road . More .underpass/ bridges could help human traffic at busy spots.	3/6/2016 8:29 PM
18	Nil	3/6/2016 6:11 PM
19	The boundary should be set so as to ensure that the charge is not 'enforced' on vehicles which are simply seeking to pass from one side of the island to the other. Otherwise, for me a key consideration would be to cover those areas in which there is significant pedestrian traffic and shopping areas etc...	3/6/2016 4:54 PM
20	根據香港的經濟發展和租金走向，更多的大型公司已搬離中環核心區域。留下的大部分為金融、股票、律師和會計師和外交使節等。此部份公司和人士已經承擔了香港大部分的稅收和支付高昂的成本，應該有權益免費使用相關設施和道路。其他人士亦然。	3/6/2016 4:44 PM
21	德輔道和皇后大道由砵甸乍街開始. 皇后大道中由匯豐銀行至砵甸乍街既塞車極嚴重.	3/5/2016 7:36 PM
22	the boundary needs to be logical in how it creates the ERP zone - busiest roads that are smaller and older the most, but it may take some time to get this right.	3/5/2016 6:03 PM
23	no, no decisions about boundaries. What I do know is that most of the cars driving around the central areas are drivers driving around, or just idling thier cars, waiting to pick up their bosses.	3/5/2016 5:27 PM
24	Should take into account the new Central-Wanchai Bypass, and also should instigate the implementation of the Des Voeux Road Pedestrianisation Scheme. Uphill, the boundary needs to take into account the bad traffic situation in Mid-Levels, owing to poor city planning in the past.	3/5/2016 3:35 PM
25	Because I object to the proposal, therefore the boundary issue is irrelevant.	3/5/2016 1:53 PM
26	Internal Central Roads should be no private cars during daylight hours. More Parking wardens should be employed from 7-midnight. The pricing should go up every day to a max in a month. Day 1-\$50, day 2 \$100, day 3 \$150 etc. the rich will not care!	3/5/2016 11:42 AM
27	No ERP for me.	3/4/2016 11:54 PM
28	Based on traffic congestion rates and road capacity as well as with consideration of alternative routes to by pass areas - it may just end up transferring the problem and we end up with another cross harbour tunnel situation....	3/4/2016 10:02 PM
29	There should be none! Or not until other aspects have been sorted like more parking spaces first	3/4/2016 11:38 AM
30	Depend on how and why busy of the road / street	3/4/2016 10:48 AM
31	無意見，因為並不同意推行「中區電子道路收費先導計劃」	3/4/2016 9:58 AM
32	Not particularly	3/4/2016 8:24 AM
33	Connaught Road / Gloucester Road should not be included, likewise Cotton Tree Drive should not be included. These routes are currently through route which must be used to transit east to west or north to south on HK Island.	3/4/2016 7:36 AM
34	As a pilot scheme, inner roads of Central should be covered. Main throughways/highways should not be covered. If the scheme is intended to target congestion, pricing should vary between lower capacity and higher capacity roads.	3/4/2016 3:00 AM
35	All of Central. To ease traffic of the entire area.	3/3/2016 10:31 PM
36	Wanchai to Kennedy Town	3/3/2016 10:06 PM
37	Exclude Gloucester road. All of central, sheung wan, Sai ying pun.	3/3/2016 10:02 PM
38	no	3/3/2016 9:15 PM
39	富豪通行無限，貧困繞道而行	3/3/2016 9:04 PM
40	The boundary should extend to areas or streets other than Central, otherwise, the traffic jam will just worsen in the outskirts.	3/3/2016 9:04 PM
41	The whole of central at a minimum	3/3/2016 8:51 PM
42	I agree with Paul Zimmerman that there should be no charge for the use of Connaught/Gloucester Road Corridor, but for the use of the inner areas only	3/3/2016 8:33 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

43	Certainly the blocks including 9 Queen's Road Central, the Landmark, Alexander House, Prince's Building, Chater House and the Mandarin. Chauffeured vehicles double/triple park around these buildings which cause traffic to backup in every direction in and out of Central.	3/3/2016 7:56 PM
44	No	3/3/2016 7:53 PM
45	Private car vehicles are polluting and selfish	3/3/2016 7:52 PM
46	No	3/3/2016 7:45 PM
47	No, I don't.	3/3/2016 6:42 PM
48	there should be NO ERP in HK, regardless of the cost, the richer road users will just drive into Central. it is the poorer road user that will be hurt. the poorer are the only ones that will stop entering Central.	3/3/2016 6:38 PM
49	A boundary line should be drawn around the areas where congestion is greatest, residential buildings are situated, and where pollution concentrations are highest.	3/3/2016 6:32 PM
50	from Admiralty to Sheung Wan MTR Station and HK Station to Robinson Road	3/3/2016 5:35 PM
51	From Gloucester Rd at the bottom of Cotton Tree Drive, and Queen's Rd outside the Bank of China, to Ice House St at the junction with Lower Albert Rd, to Wyndham St at its junction with Glenealy, to all the streets in SoHo, accross to Sheung Wan, accross to Shun Tak, and including all the area around IFC and City Hall, and Tamar GO.	3/3/2016 5:20 PM
52	the scheme should include those areas which are heavily congested and subject to intense roadside pollution	3/3/2016 4:31 PM
53	Extend it under yearly review to cover all areas where chronic congestion is experienced.	3/3/2016 3:59 PM
54	There should be a clean slate on the traffic management measures for the whole of this area. Forget about present old measures that will no longer be appropriate. Everything should be considered as a holistic approach - parking, one way roads, time limitations, dead end roads, etc should all be designed from scratch. Simply adding another level of control to an ancient legacy of controls is not viable.	3/3/2016 3:55 PM
55	main thoroughfares	3/3/2016 3:40 PM
56	no extra idea	3/3/2016 3:31 PM
57	It should include a larger area	3/3/2016 3:13 PM
58	No	3/3/2016 3:08 PM
59	ERP should not be introduced at all	3/3/2016 3:07 PM
60	對於這個計劃,我持反對意見。原因主要是這個計劃的不公平性。道路使用者來自不同階層,不同工作和身分,用途亦大相徑庭,故每個道路使用者對該區道路的依賴性亦有不同。這會導致高依賴性的使用者被收費的機會大大提高,而這批使用者不局限於各類運輸用途的車輛。相反,如計劃必定要推行,折衷方法是對所有私家車使用者收費,鼓勵市民使用公共交通工具,減少道路上多餘的使用。	3/3/2016 2:59 PM
61	應根據實際道路車輛流量的數量,以最高車流量的道路的最外圍為界線,這樣才可達到減少車輛進入繁忙路段的目的	3/3/2016 2:55 PM
62	I am against the proposal.	3/3/2016 2:23 PM
63	Areas which are well served by public transport options have no reason not to be included	3/3/2016 2:06 PM
64	No	3/3/2016 2:01 PM
65	沒有意見,因為不贊成。	3/3/2016 1:50 PM
66	Cover queens road central Hollywood soho Wellington Stanley street and des voeux rd	3/3/2016 1:40 PM
67	The boundary should be as wide as possible to reduce congestion	3/3/2016 1:30 PM
68	I believe that Connaught Road should be excluded from the scheme as it is a main thoroughfare, but all other roads within Central should be included.	3/3/2016 1:26 PM
69	the boundary can be as big as possible	3/3/2016 1:21 PM
70	I support Paul Zimmermans paper	3/3/2016 1:06 PM
71	No but I am concerned that people will congest other parts of the city to avoid the boundaries	3/3/2016 12:25 PM
72	劃出最繁忙及違規嚴重之範圍,以減少劑塞及便利公共交通系統。	3/3/2016 12:18 PM
73	No	3/3/2016 12:15 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

74	It should be done in did a way that private limosines who are circling in central waiting for their employers should be charged each time they circle, to discourage waiting in the area. It should be their employers responsibility to be downstairs waiting for their drivers, not the other way around. Also feeder roads into central should be covered to discourage illegal parking - for example, Ice House Street.	3/3/2016 12:10 PM
75	no	3/3/2016 12:10 PM
76	it affect the poor way more then the riches.	3/3/2016 12:03 PM
77	I would say no large vehicles on the roads between 8am and 8pm.	3/3/2016 12:00 PM
78	Allow free access on the main corridors (freeways) but charge vehicles for entering areas where there are pedestrians (side roads etc.)	3/3/2016 11:48 AM
79	Hmm... the bigger the better. Fewer cars means less air pollution and congestion for those on buses/trams/etc.	3/3/2016 11:42 AM
80	yes, to reduce traffic congestion and pollution	3/3/2016 11:36 AM
81	It is there for the riches - only those we can and willing to pay can drive to Central!	3/3/2016 11:20 AM
82	No views on this.	3/3/2016 11:17 AM
83	Not per se, but this has to be studied and adjusted after the scheme is trailed. Can't get it right right off the bat.	3/3/2016 11:11 AM
84	It should be (a) for the most heavily congested areas, and (b) allowing multiple bypasses and exits before the chargeable area.	3/3/2016 11:11 AM
85	exclude the highway. This should be about charging to go into the smaller streets in central.	3/3/2016 11:09 AM
86	No	3/3/2016 11:08 AM
87	All for it and traffic congestion there is appalling	3/3/2016 11:04 AM
88	由禧利街 至 添美道	3/3/2016 10:58 AM
89	central district ERP should be somewhere between Western district and Wan Chai	3/3/2016 10:57 AM
90	keep cars off small and congested roads in Central and Wanchai.	3/3/2016 10:55 AM
91	The scheme should be applied to all areas of Central Hong Kong, because traffic congestion is everywhere.	3/3/2016 10:50 AM
92	It should be as wide as possible.	3/3/2016 10:49 AM
93	No	3/3/2016 10:47 AM
94	no	3/3/2016 10:42 AM
95	Hk is a mature city that can afford ERP. My only concern is how they are going to provide alternative route if drivers who doesn't want to pay. If there is no alternatives, then the entire scheme wouldn't work.	3/3/2016 10:41 AM
96	Core area of Central only, not the Gloucester Road/Connaught Road corridors.	3/3/2016 10:35 AM
97	The ERP will cost too much in implementing and maintainence, if the real intention is to reduce traffic then shut the roads or restrict access.	3/3/2016 10:24 AM
98	Have to work on a map. Not practical to describe in words.	3/3/2016 10:15 AM
99	不應該劃設, 因為現時不是因為太多車輛駛入而導致擠塞, 而只是太多非法泊車等候	3/3/2016 10:13 AM
100	The aim should be to reduce and restrict all vehicles except teams and electric buses in the causeway bay /wanchai to sheung wan area. Pedestrians and cyclists should have priority. pollution reduction is the priority	3/3/2016 10:11 AM
101	No	3/3/2016 9:53 AM
102	All the way up Garden Road to Robinson Road as areas of high congestion	3/3/2016 9:52 AM
103	Road pricing based on known congestion black spots especially one way streets for the central urban area	3/3/2016 9:51 AM
104	No	3/3/2016 9:46 AM
105	The borders should be drawn as wide as possible.	3/3/2016 9:44 AM
106	Yes, only certain black spots should have ERP, namely, the stretch of Queen's Road Central between Garden Road and Pedder Street, and other such stretches where there are always traffic jams AND ways around them	3/3/2016 9:43 AM

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107	Yes. It now takes considerably more time to travel short distances in Hong Kong. ***Another major issue the government must address is illegal double (and triple) parking. Police officers just walk by these infractions and do nothing to move those cars along. It causes a lot of congestion all over Hong Kong. It is also impacts the environment and air pollution as many of the cars have their engines running.***	3/3/2016 9:42 AM
108	I feel the scheme should cover Queens Rd Central, Connaught/Gloucester Rd (starting at the exit to the Cross Harbour Tunnel) during peak hours (possibly 7.30 - 9.30 and 17.30 19.30). As a Cross Harbour Tunnel user nearly all private buses using that tunnel during morning rush hour are empty. These empty buses are tourist buses making the trip to the Island during rush time only to park on the island. These tourist buses may be decide to start their tours later.	3/3/2016 9:41 AM
109	All of Central, and Main Roads into the CBD. Too many private cars...	3/3/2016 9:38 AM
110	It should reduce traffic in: - the smallest and most congested road - with a priority for roads / areas that could easily become more busy with pedestrians once the traffic has reduced, i.e. shopping and tourism areas (Central, Sheung Wan, but then also Causeway Bay and Tsi Sha Tsui) - the ERP should leave free corridors for bypassing the areas targeted for traffic reduction	3/3/2016 9:36 AM
111	None of the above, because the ERP scheme will not prevent cars being driven on the road, road users will pay regardless and I think this is just another source of tax revenue for the government.	3/3/2016 9:30 AM
112	Illegal parking, private buses and waiting limousines cause huge traffic jams on the block around on queens rd central, peddler st, ice house st, charter rd so a time based toll that may be free for the 1st 10 min but if you stay in that area of roads the toll should increase exponentially to provide an incentive for cars to stay off the roads in that area	3/3/2016 9:20 AM
113	Between Cotton Tree Drive and Jubilee Street	3/3/2016 9:20 AM
114	I have no firm views on the specific area. However, I live in the New Territories and use my car for specific trips to Hong Kong Island when using public transport would take too long on days when I am pressed for time. My suggesting would be to establish a Park & Ride scheme at select MTR stations that deserve the name. At present, the walks from car parking to trains as well as going to manned MTR info booths to get a parking refund takes too long.	3/3/2016 9:19 AM
115	No, since I'm oppose to it.	3/3/2016 9:13 AM
116	No comments, district council should come up with a better plan.	3/3/2016 9:10 AM
117	This should cover the Queen's Rd area in front of Cheung Kong Centre up to the point where it meets Hollywood Rd in Sheung Wan (so that it includes Pedder Street) and the parallel area along Des Voerus Rd. These seem to be the busiest sections and also hazard hotspots for pedestrians.	3/3/2016 9:01 AM
118	No	3/3/2016 8:59 AM
119	No	3/3/2016 8:59 AM
120	Admiralty to Sheung Wan	3/3/2016 8:58 AM
121	Boundary line should define somewhere	3/3/2016 8:53 AM
122	no charging for the use of Connaught/Gloucester Road Corridor, but for the use of the inner areas only.	3/3/2016 8:48 AM
123	No	3/3/2016 8:47 AM
124	I don't have views because it is so diffuse. Traffic is backed up in Wan Chai and Causeway Bay sometimes so where to draw the line?	3/3/2016 8:41 AM
125	Connaught/Gloucester Road should be exempt from the congestion charge as this, in addition to the new Central/Wan Chai by pass, should be seen as the main thoroughfares for East - West traffic.	3/3/2016 8:37 AM
126	Trunk roads (e.g. Connaught & Gloucester Road) should be no charges; inner roads throughout all of HK should be charged.	3/3/2016 8:26 AM
127	Key "trunk" roads (e.g. Central's Gloucester Road) should be free and NOT have any charges. Inside all traffic congested inner city roads there should be charges across all of HK.	3/3/2016 8:21 AM
128	Admiralty to Sheungwan	3/3/2016 8:17 AM
129	It should all of Central, up to Tin Hau and Kennedy Town, including Kowloon, ETST up to Jordan.	3/3/2016 8:14 AM
130	Exclude Gloucester Rd	3/3/2016 8:02 AM
131	Should include Wanchai and Causeway Bay	3/3/2016 7:42 AM
132	evidence based decision making - that's what's required	3/3/2016 7:42 AM
133	中環內街	3/3/2016 7:20 AM

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134	as big as possible	3/3/2016 7:20 AM
135	No.	3/3/2016 7:18 AM
136	No.	3/3/2016 7:12 AM
137	Scheme should be scalable to cover the entire HK. Charge should be applied on roads based on traffic flow and speed vs designed flow and speed of roads. A	3/3/2016 7:09 AM
138	原因車輛按年遞增，但新建道路百分比追不上車輛增加百分比！	3/3/2016 7:07 AM
139	No specific views but I agree access to inner Central should be priced/restricted.	3/3/2016 6:48 AM
140	No boundry	3/3/2016 6:41 AM
141	No	3/3/2016 6:31 AM
142	Yes, entire district should be road priced including queens road and small roads and mid levels roads except for largest through roads	3/3/2016 6:19 AM
143	Make it as broad as possible	3/3/2016 5:55 AM
144	Cover maximum area to charge a levy on people using car in HK island during the week.	3/3/2016 5:33 AM
145	Tunnels from Kowloon, North Point to Kennedy Town. No need for cars unless emergency. MTR and buses adequate.	3/3/2016 4:48 AM
146	No specific views except that the goal should be a less congested, safer and more environmentally friendly Central.	3/3/2016 4:42 AM
147	No	3/3/2016 4:16 AM
148	中環塞車是因為老闊車，政府不抄牌欺騙市民收錢有用	3/3/2016 4:16 AM
149	At its core, it should be drawn up to reduce as much congestion (particularly from private cars) as possible in and around Central, and to encourage the use of off-peak hours for goods and other delivery.	3/3/2016 2:28 AM
150	Inner roads only. Main roads should be excluded, such as Connaught or Gloucester Road. This would be similar to a ring road to allow users to avoid the congested areas.	3/3/2016 2:11 AM
151	no	3/3/2016 1:59 AM
152	Inner areas only. Not main roads like Connaught or Gloucester Road.	3/3/2016 1:58 AM
153	The initial plan is too cautious. Traffic congestion between Causeway Bay and Sheung Wan is uniformly awful during peak hours, and the ERP area should be expanded to reflect and manage this.	3/3/2016 1:16 AM
154	whatever the planned size, make it bigger....	3/2/2016 11:38 PM
155	Think whole HK, should be in the scheme, for private cars. Working trucks and other vihecels keeping Hong Kong running excepted.	3/2/2016 10:44 PM
156	Should target the most congested areas but as a first phase of a bigger integrated plan to make the whole area more pedestrian and bike friendly.	3/2/2016 10:06 PM
157	反對，中區電子道路收費先導計劃對交通完全無幫助	3/2/2016 10:03 PM
158	It should cover the whole of the urban area of HKI and K as proposed 30 years ago!	3/2/2016 9:57 PM
159	在上午 7 時至凌晨 12 時，禁止私家車進入德輔道中，禁止私家車在干軒道中停泊，及重組巴士路線，令德輔道中成為電車單車行人尊區。這能改善中區空氣質素及德輔道中的交通情況。汽車只可經過干諾道中前往西區。重組巴士線後，應不在皇后大道東停站。私家車只可在上落乘客。	3/2/2016 8:49 PM
160	Between Des Voeux Road Central and Queens Road Central inclusive	3/2/2016 8:36 PM
161	It should include a wide as area as possible	3/2/2016 8:33 PM
162	At least, there is an alternative route for drivers.	3/2/2016 7:45 PM
163	the area bounded by and including Lung Wo Road, Hollywood road and Queensway	3/2/2016 7:35 PM
164	Should be a larger area to cover all related road into central. Current the traffic congestion is serious, especially the area near ifc. The ERP will definitely reduce the willingness of driving private cars into that area	3/2/2016 7:16 PM
165	減少塞車狀況	3/2/2016 6:49 PM
166	it is good however i think it should have a different pricing scheme for different types of vehicles. for example public transport should be free of charge, followed by with a minimal charge on commercial vehicle and heavy charge on private cars and vans.	3/2/2016 6:04 PM

Q6 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)?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？

Answered: 186 Skipped: 189

#	Responses	Date
1	Only Sheung Wan. Traffic is very bad there as well	3/15/2016 5:59 PM
2	As Admiralty and Sheung Wan are immediately adjacent to Central and are, to all intents and purposes, part of the CBD, they should be included in the ERP Pilot Scheme to enhance its impact. The inclusion of additional areas to the east and west would be dependent on the success of the Pilot Scheme.	3/14/2016 1:53 PM
3	In principle, some parts of Admiralty and Sheung Wan should be covered by the ERP Pilot Scheme given the proximity of these areas to the CBD and they are to all intents and purposes part of the CBD. The detailed delineation of these areas should ensure the exclusion of the relief roads which would need to relate to which relief roads were excluded from the boundary of the Central District ERP Pilot Scheme.	3/14/2016 1:40 PM
4	I think probably only Admiralty which is more heavily congested.	3/14/2016 12:34 PM
5	No	3/13/2016 9:04 PM
6	Sheung Wan yes Admiralty No as exits to Cotton Tree drive necessary	3/13/2016 7:19 PM
7	不應該，政府從未努力防止問題惡化，只將責任推向市民	3/12/2016 4:16 PM
8	The above point about providing room to maneuver for vehicles within the Covered Area leads to a preference for a larger Covered Area. With the above point in mind, I believe the Covered Area should be larger to include parts of Admiralty, Sheung Wan and potentially Wanchai as well. However, unintended consequences of the boundary choices need to be carefully considered. Hong Kong drivers have for decades demonstrated extreme sensitivity to road costs as seen by the way the Central Tunnel is used even when the traffic delay at the lowest cost tunnel is longer than the time to drive around using one of the other tunnels. I believe Hong Kong people will definitely change their behavior to adapt to ERP (a positive outcome) but potentially in illogical and unexpected ways that could negate the positives. In addition, the choice of smaller or larger area raises two issues: 1) How residents living within the area will be treated/managed/affected; and 2) The available locations to drop off and pick up passengers at the edges of the Covered Area. If a 'small' Coverage Area is used, sufficient drop off and pick space will be needed at its edges - as these will spontaneously appear by popular use regardless of police / legality to avoid the ERP charges. This in turn is likely to generate traffic and loitering car issues at the edges of the Covered Area merely moving the problem a few blocks and potentially generating a worse situation than the status quo. If a larger Covered Area is used then residents living within it need special consideration - a discount or other mechanism may address this as it will be impossible to avoid the Covered Area for some people going about their normal lives. For example, I live on Conduit Road. Many of the local businesses my family frequent are in Central and would be within both a smaller or larger Coverage area as these are all close to our home. There is limited bus service (one minibus only) to and from Conduit Road and Central. Robinson Road offers options to Central but far fewer coming back up hill (often only coming to Caine Road). Walking / the escalator is not always an option. When driving, even if I actively stay off smaller surface streets and out of downtown Central, it is almost impossible to avoid certain choke points like Cotton Tree drive when returning home (I would assume definitely part of the Covered Area in the afternoon rush hour) without me driving well out of the way via Kennedy Road, Hospital Road, Pokfulam Road, Magazine Gap Rd. Ignoring that some or all of these roads may also be subject to ERP and that pushing more traffic onto smaller roads may create new problems, very often using these alternative routes will increase the time my car is on the road, the associated pollution created and increased use of fossil fuels (in my case).	3/12/2016 3:20 PM
9	yes- area around Justice Drive and Admiralty station should be included and in Sheung Wan all the small and narrow streets around the Wing on Department Store such as Bonham Strand, Wing Lok Street etc	3/10/2016 7:40 PM
10	Yes, see above regarding Admiralty and Wanchai.	3/9/2016 7:28 PM

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11	• Yes. These should be in the area the authority managing the ERP can put cordons on.	3/9/2016 2:30 PM
12	Pretty much where the "big boss" cars are always blocking traffic.	3/9/2016 1:50 PM
13	Yes	3/8/2016 11:29 AM
14	No need Only control the prc ppls come to HK then less crowded Everything turns better	3/7/2016 11:45 PM
15	It will be better to trial within Central District first.	3/7/2016 10:32 PM
16	Yes - from Sheung Wan to Admiralty.	3/7/2016 8:39 PM
17	No.	3/7/2016 3:26 PM
18	Yes - as part of meeting the objectives - see my answer to question 5	3/6/2016 11:53 PM
19	No	3/6/2016 8:29 PM
20	Nil	3/6/2016 6:11 PM
21	I am personally in favour of reducing traffic in as much of Hong Kong island as possible. Without being a scientist or expert on these matters it would seem a no-brainer to want to reduce traffic from the perspective of improved air quality and improving the pedestrian experience. That said, consideration must be given to not disrupting businesses and imposing additional costs, particularly on small businesses.	3/6/2016 4:54 PM
22	不同意	3/6/2016 4:44 PM
23	應該, 由上環西港城開始去到銅鑼灣波斯富街. 灣仔塞車嚴重	3/5/2016 7:36 PM
24	yes - they're becoming more congested, but perhaps the charges could be less than Central.	3/5/2016 6:03 PM
25	yes	3/5/2016 5:27 PM
26	Admiralty. Wanchai. For now, Sheung Wan could be left out of the boundary,	3/5/2016 3:35 PM
27	Object to the proposal	3/5/2016 1:53 PM
28	Anywhere where traffic is an issue.	3/5/2016 11:42 AM
29	No ERP for me.	3/4/2016 11:54 PM
30	Yes. Due consideration should be given to all highly congested areas.	3/4/2016 10:02 PM
31	Yes Areas along the victoria harbour, e.g. wan chai, causeway bay, TST	3/4/2016 5:06 PM
32	No	3/4/2016 11:38 AM
33	Not agree	3/4/2016 10:48 AM
34	Sheung Wan, Admiralty, Wan Chai. Particularly along smaller roads. Consider potential unintended consequences like increased traffic and parking outside of chargeable area, and the need for infrastructure to deal with this.	3/4/2016 10:32 AM
35	不應該	3/4/2016 9:58 AM
36	Agree that the area should cover at least from Sheung Wan to possibly Causeway Bay - Central is too small an area	3/4/2016 8:24 AM
37	Start with Central and review after 6 months of implementation.	3/4/2016 7:36 AM
38	For a pilot scheme, Central should just be the starting point.	3/4/2016 3:00 AM
39	Yes, definitely both should be covered.	3/3/2016 10:31 PM
40	Yes. Admiralty is a traffic bottleneck.	3/3/2016 10:06 PM
41	Sheung wan and Sai ying pun	3/3/2016 10:02 PM
42	no	3/3/2016 9:15 PM
43	否	3/3/2016 9:04 PM
44	Yes, but it very depends on the roads.	3/3/2016 9:04 PM
45	If those areas are congested then yes.	3/3/2016 9:03 PM
46	The whole of Causeway Bay to Sheung Wan	3/3/2016 8:51 PM
47	Sheung Wan	3/3/2016 8:33 PM
48	No comment.	3/3/2016 7:56 PM

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49	No	3/3/2016 7:53 PM
50	If you don't like it move to the NT	3/3/2016 7:52 PM
51	No	3/3/2016 7:45 PM
52	No, I don't.	3/3/2016 6:42 PM
53	if you do ERP, you might as well cover from Sheung Wan all the way to Causeway Bay.	3/3/2016 6:38 PM
54	Yes, I suggest that on the north side of Hong Kong Island, the ERP pilot scheme should span from the vicinity of Kennedy Town MTR, through to Chai Wan. This would allow those wishing to avoid charges to take convenient & rapid public transportation.	3/3/2016 6:32 PM
55	Yes, expands the area between the two harbour tunnels. Congestion does not only take place in Central.	3/3/2016 6:22 PM
56	Sheung Wan	3/3/2016 5:36 PM
57	from Admiralty to Sheung Wan MTR Station and HK Station to Robinson Road	3/3/2016 5:35 PM
58	From Pacific Place to Water Street	3/3/2016 5:28 PM
59	Yes	3/3/2016 5:20 PM
60	not sure	3/3/2016 4:31 PM
61	Yes. Would include all of the above and all tunnel approaches on both sides of C and E tunnels. W tunnel exempted. Would also add some areas of TST & Mong Kok which suffer from chronic traffic density.	3/3/2016 3:59 PM
62	Without data to show present journey routes and traffic concentrations, you cannot answer this question.	3/3/2016 3:55 PM
63	Yes, I view this as meaning 'CENTRAL HONG KONG' not just central district. Should also include Kowloon main thoroughfares!	3/3/2016 3:40 PM
64	Yes. Should include Admiralty.	3/3/2016 3:31 PM
65	No	3/3/2016 3:27 PM
66	Yes, the most congested areas	3/3/2016 3:13 PM
67	Not sure	3/3/2016 3:08 PM
68	ERP should not be introduced at all	3/3/2016 3:07 PM
69	如有關道路只能通往中環，則該段道路亦應劃為收費區 (理念類似隧道收費區)	3/3/2016 2:55 PM
70	I am against the proposal. Say, I live in Sai kung and work in central. And I need to drive or there is no way I can go to work. With the new scheme are you referring me to stop my car nearby then take public transport to work? That's going to jam up car park in the neighbouring areas without addressing the core issue. Stupid	3/3/2016 2:23 PM
71	It should be predominantly commercial areas. Sheung Wan is more mixed so other areas are more suited	3/3/2016 2:06 PM
72	No	3/3/2016 2:01 PM
73	不應該，該兩區非常少機會塞車	3/3/2016 1:50 PM
74	Yes Sheung wan	3/3/2016 1:40 PM
75	Yes - Sheung Wan to Wan Chai	3/3/2016 1:40 PM
76	Yes. All areas.	3/3/2016 1:30 PM
77	Admiralty from Pacific Place onwards should be included and Sheung Wan to around the end of Hollywood Road.	3/3/2016 1:26 PM
78	Yes, Admiralty, Sheung Wan	3/3/2016 1:21 PM
79	See P Zimmerman	3/3/2016 1:06 PM
80	Central mainly	3/3/2016 1:04 PM
81	possibly - relates to previous answer	3/3/2016 12:25 PM
82	可列入考慮加入範圍，再因應核心地區成效及影響再推及。	3/3/2016 12:18 PM
83	all of them	3/3/2016 12:15 PM
84	Yes it should be too. Traffic should be dispersed, with more encouragement of the use of public transportation at peak hours	3/3/2016 12:10 PM

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85	yes, the highway in front of the government headquarters leading to Gloucester Rd and Gloucester Rd.	3/3/2016 12:10 PM
86	NO	3/3/2016 12:03 PM
87	Yes.	3/3/2016 12:00 PM
88	Yes, these areas are interlinked.	3/3/2016 11:48 AM
89	I'm not a driver myself, so I'm not sure how hard it is to connect from one area to another via road. Therefore I don't feel equipped to answer this question.	3/3/2016 11:42 AM
90	yes to both Admiralty and Sheung Wan. the study should also include what will happen to other adjacent areas if the ERP is implemented. let us remember that areas that now do not need it may be affected by traffic rerouting once the ERP is implemented	3/3/2016 11:36 AM
91	See above.	3/3/2016 11:20 AM
92	I believe Admiralty should be included; traffic on Queensway is frequently bad enough to severely delay buses passing through the area, and my view is that priority must be given to mass transport means.	3/3/2016 11:17 AM
93	It depends. Probably yes -- there is likely to be spillover into the adjacent areas as chauffeurs will linger in these areas before driving into Central to pick up their masters. For Central, one would have to consider these drivers using the midlevels as their new parking lot if a congestion charge is to be implemented.	3/3/2016 11:11 AM
94	No.	3/3/2016 11:11 AM
95	Not at first, can always extend depending on the success and where traffic goes. Best to start small.	3/3/2016 11:09 AM
96	No	3/3/2016 11:08 AM
97	Yes, Central, Sheung Wan, Admiralty, even Wanchai and Causeway Bay	3/3/2016 11:04 AM
98	應該	3/3/2016 10:58 AM
99	yes, Admiralty	3/3/2016 10:57 AM
100	yes - sheung wan area and midlevels	3/3/2016 10:55 AM
101	Yes absolutely, these areas are an extension of Central, and suffer from the same traffic problems. In Sheung Wan it should be from Hillier St eastward. In Admiralty, every area west of Justice Dr.	3/3/2016 10:50 AM
102	As much as possible.	3/3/2016 10:49 AM
103	No	3/3/2016 10:47 AM
104	yes	3/3/2016 10:42 AM
105	Sheung Wan no, Admiralty Yes.	3/3/2016 10:41 AM
106	No.	3/3/2016 10:35 AM
107	No to the ERP	3/3/2016 10:24 AM
108	Yes. The area should not be too small.	3/3/2016 10:15 AM
109	NO	3/3/2016 10:13 AM
110	Causeway bay to sheung wan.	3/3/2016 10:11 AM
111	Probably Central first as	3/3/2016 10:04 AM
112	No	3/3/2016 9:53 AM
113	Should cover Wanchai all the way to the Central Harbour Tunnel to force greater use of the East and West Cross Harbour Tunnel	3/3/2016 9:52 AM
114	Maybe no need once the core volume is reduced to to road pricing of the inner core. Better to wait for further initiatives.	3/3/2016 9:51 AM
115	Yes. Admiralty, Wanchai and Causeway Bay	3/3/2016 9:46 AM
116	Both Admiralty and Sheung Wan should be included in the EPR scheme. In addition, the scheme should be extended to Causeway Bay, Tsim Sha Tsui, and Mongkok, all of which are notoriously overcrowded and suffer greatly from air and noise pollution from vehicles.	3/3/2016 9:44 AM
117	No	3/3/2016 9:43 AM
118	Central and Sheung Wan	3/3/2016 9:42 AM

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119	Cannot comment	3/3/2016 9:41 AM
120	Yes, it should be extended to Admiralty near Pacific Place.	3/3/2016 9:38 AM
121	Yes, Some of Sheung Wan, All of Admiralty, and Parts of Wan Chai, as these roads all lead into the CBD, and is a 'bottleneck' of Traffic Flow.	3/3/2016 9:38 AM
122	- Sheung Wan: yes, it has good potential for tourism and commerce development, once traffic has reduced. - Admiralty: no: this is a newer built district and the roads are large enough and the potential for touristic development is limited	3/3/2016 9:36 AM
123	No.	3/3/2016 9:30 AM
124	不應該	3/3/2016 9:29 AM
125	No	3/3/2016 9:20 AM
126	Parts of Admiralty.	3/3/2016 9:20 AM
127	I think a better crack down on illegal parking in conjunction with giving people better alternatives (see above for one example) would reduce traffic in these areas just as well.	3/3/2016 9:19 AM
128	Wanchai, Causeway Bay	3/3/2016 9:19 AM
129	Actually traffic starts to get thick from Wanchai. The ERP area should include Admiralty up to Sheung Wan. The wider net should be casted.	3/3/2016 9:18 AM
130	金鐘，上環	3/3/2016 9:18 AM
131	No	3/3/2016 9:13 AM
132	yes, but the charges should be lower than central	3/3/2016 9:10 AM
133	Ideally yes but not sure if this is practical. The inner city areas are of most concern	3/3/2016 9:01 AM
134	Admiralty	3/3/2016 8:59 AM
135	Yes. Sheung Wan and further West.	3/3/2016 8:59 AM
136	No I believe the ERP should be at the border of Admiralty/Central and Central/Sheungwan otherwise the desired effect of reducing vehicles in central may be reduced	3/3/2016 8:58 AM
137	Wan Chai, Admiralty, Kennedy Town, Sheung Wan, Kowloon	3/3/2016 8:55 AM
138	Not initially but could be expanded later	3/3/2016 8:48 AM
139	Admiralty	3/3/2016 8:47 AM
140	Yes, I think so. I would say parts of highway 4, some of the access roads...	3/3/2016 8:41 AM
141	No - there are enough road taxes in Hong Kong already.	3/3/2016 8:37 AM
142	yes inner roads should be charged	3/3/2016 8:26 AM
143	Yes inside all congested inner city roads in all of HK there should be charges	3/3/2016 8:21 AM
144	No	3/3/2016 8:17 AM
145	Yes, Admiralty up to CWB.	3/3/2016 8:14 AM
146	Yes, Causeway Bay	3/3/2016 8:02 AM
147	Yes, absolutely -- the whole area, from Admiralty to Western should be included in the ERP Pilot Scheme - to reduce traffic and cut air pollution. Singapore did this DECADES ago - the HK Government should get off its ass.	3/3/2016 7:45 AM
148	Yes	3/3/2016 7:42 AM
149	see above	3/3/2016 7:42 AM
150	不同意	3/3/2016 7:20 AM
151	yes as big as possible	3/3/2016 7:20 AM
152	Yes, Admiralty. (All).	3/3/2016 7:18 AM
153	All of Admiralty.	3/3/2016 7:12 AM
154	All of Sheung Wan and Wanchai	3/3/2016 7:09 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

155	首先罰則未能追上通漲，致令違泊嚴重引至擠塞，提高罰則理應減小違泊！	3/3/2016 7:07 AM
156	No opinion	3/3/2016 6:48 AM
157	No	3/3/2016 6:41 AM
158	Yes. Admiralty	3/3/2016 6:31 AM
159	yes all	3/3/2016 6:19 AM
160	Causeway Bay to Sheung Wan. Central is too small an area	3/3/2016 5:55 AM
161	Yes	3/3/2016 5:33 AM
162	No	3/3/2016 4:53 AM
163	Yes, As above.	3/3/2016 4:48 AM
164	Not Admiralty. I do not really know Sheung wan to comment	3/3/2016 4:42 AM
165	Admiralty, Midlevels, Sheung wan	3/3/2016 4:16 AM
166	否	3/3/2016 4:16 AM
167	I agree with Paul Zimmerman's view that the zone should extend from Sheung Wan to Causeway Bay south of the Gloucester Road/Connaught Road corridor. However, if this is not practical then it should at least be extended eastward to include at least a part of Admiralty.	3/3/2016 2:28 AM
168	Only if it is clear what the boundaries are; where does central start and finish?	3/3/2016 2:11 AM
169	no	3/3/2016 1:59 AM
170	Where does central start and finish? Can't comment without this information.	3/3/2016 1:58 AM
171	The pilot scheme should cover the major roads between the Western Harbour Tunnel and the Cross Harbour Tunnel. This would enable traffic to still use those tunnels	3/3/2016 1:16 AM
172	Sheung Wan at least as far as Western Market in West and as far as Wanchai border in East (Arsenal St?)	3/2/2016 11:38 PM
173	I think that Admiralty,Wan Chai and Caiseway Bay should be covered in th Central District ERP Pilot Scheme as those streets are always congested by cars.To reduce the number of cars and improve the air quality,it is necessary to do that	3/2/2016 11:33 PM
174	Same as above, maybe cars from urban areas where public transport is less available can be discounted but not excepted	3/2/2016 10:44 PM
175	Definitely include Admiralty and parts of Sheung Wan at least up to the corner of Hillier St and Bonham Strand East.	3/2/2016 10:06 PM
176	反對，中區電子道路收費先導計劃"原意"希望可以收費來改善中環區交通堵塞問題，但根本上收費無助解決問題，無需納入其他地方	3/2/2016 10:03 PM
177	YES	3/2/2016 9:57 PM
178	完全不同意電子道路收費計劃。	3/2/2016 8:49 PM
179	Yes - Admiralty between Harcourt Garden to Lippo Centre	3/2/2016 8:36 PM
180	The area around the British Consulate, the very narrow streets in Sheung Wan such as Jervois Street.	3/2/2016 8:33 PM
181	Queensway	3/2/2016 7:56 PM
182	No, it should concentrate in Central first.	3/2/2016 7:45 PM
183	As noted above	3/2/2016 7:35 PM
184	Not necessary	3/2/2016 7:16 PM
185	蘭桂坊、皇后大道、德輔道...	3/2/2016 6:49 PM
186	admiralty maybe, do not think sheung wan is needed.	3/2/2016 6:04 PM

Q7 Do you prefer an area-based or cordon-based charging mechanism for the Central District ERP Pilot Scheme? Why?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？

Answered: 163 Skipped: 212

#	Responses	Date
1	I would prefer the adoption of a cordon-based scheme as it provides the flexibility to adjust charges according to traffic volumes and the time of day and is inherently fairer than an area-based system.	3/14/2016 1:53 PM
2	Both are not acceptable	3/13/2016 9:04 PM
3	cordon based. Stops abuse of multi-entry	3/13/2016 7:19 PM
4	兩者皆不可取。應採用車輛類別為本，所有私家車，政府車（急救車輛除外），皆不可進入該區，其他搵食車/工作車按車牌號碼分日子進入	3/12/2016 4:16 PM
5	I prefer a Cordon based charge for the following reasons: 1. Different vehicle types could be charged different rates at different times. Delivery trucks for example could be very expensive at morning rush hour, free from 9:30am to noon every day and then very expensive through the evening rush hour managing when these vehicles will seek to access the area. Many cities in the world ban deliveries at certain hours of the day. 2. As a big part of the current traffic problem is private cars coming in and out of the Covered Area, they should be charged every time they pass a gantry. Strict enforcement against loitering is needed to manage them within the cordon. 3. Dynamic pricing - charging different rates at different times of the day based on volume etc (like Singapore) - is possible with a Cordon system and not with a Area based charge. A cordon system with dynamic pricing will also encourage people not on the roads at peak times to stay off them. With an area charge there is no incentive to stay off the roads once the charge is paid.	3/12/2016 3:20 PM
6	no views	3/10/2016 7:40 PM
7	• I strongly favour cordon-based as I believe that some vehicles enter the District multiple times in a day. A cordon based scheme would provide an incentive to reduce the number of visits. • One significant cause of congestion is chauffeurs circling in traffic while they wait to pick up their owner. To disincentivise this the authority managing the ERP may need to (a) have cordons across some roads within the area cover by the ERP; (b) have a system for charging higher fees after, say, the first five cordons crossed in a day. Further given the wealth of the people with chauffeurs the fees should probably increase at an exponential rate after the first five cordons crossed in a day.	3/9/2016 2:30 PM
8	no specific preference	3/9/2016 1:50 PM
9	I prefer area-based charging for minimizing privacy intrusion concerns of drivers	3/8/2016 3:03 PM
10	No need to think abt this point We need to think about the principal of the problems come from	3/7/2016 11:45 PM
11	I would prefer Cordon-based charging because it allows control to varies by time, direction, etc. Those who enters at peak hours should contribute more to the charge.	3/7/2016 10:32 PM
12	Cordon based. Should reduce traffic more.	3/7/2016 8:39 PM
13	I think cordon-based better. I think if not handled correctly, an area-based ERP could cause more congestion in the area.	3/7/2016 3:26 PM
14	Cordon-based. Further: (1) besides the external cordon there should be gates within the cordon to place extra charges on cars which are circling waiting to pick up their owners; and (2) the charge rate should increase exponentially after the first, say, five crossings of a cordon per day. REASON: A noticeable amount of current congestion comes from chauffeur driven cars circling waiting to pick-up their owners. The higher charges for multiple cordon crossings should discourage this circling of chauffeur driven cars.	3/6/2016 11:53 PM
15	Nil	3/6/2016 6:11 PM
16	No comment.	3/6/2016 4:54 PM
17	不需要討論	3/6/2016 4:44 PM
18	周界. 可以有針對性	3/5/2016 7:36 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

19	what's the difference?	3/5/2016 6:03 PM
20	area based	3/5/2016 5:27 PM
21	Cordon-based. To discourage private vehicles parking or standing, especially those with hired drivers.	3/5/2016 3:35 PM
22	Object to the proposal	3/5/2016 1:53 PM
23	No comment	3/5/2016 11:42 AM
24	No ERP for me.	3/4/2016 11:54 PM
25	Cordon seems fairer, especially if you're just going to pass through rather than be in and out and contribute continually to the problem	3/4/2016 10:02 PM
26	No	3/4/2016 11:38 AM
27	Area	3/4/2016 10:48 AM
28	not sure	3/4/2016 10:32 AM
29	Should adopt area-based as this will charge on the persons whose destination really fall within the area.	3/4/2016 9:58 AM
30	No preference	3/4/2016 8:24 AM
31	Cordon based charged per hour. This seems the fairest and most effective at reducing traffic.	3/4/2016 7:36 AM
32	I am open to this but in terms of pricing, I think it should depend on the distance travelled rather than times visited by a vehicle in a particular area.	3/4/2016 3:00 AM
33	Area based	3/3/2016 10:31 PM
34	?? Don't understand the question.??	3/3/2016 10:31 PM
35	Not sure	3/3/2016 10:06 PM
36	no	3/3/2016 9:15 PM
37	區域為本	3/3/2016 9:04 PM
38	I prefer cordon-based. Because it's simple.	3/3/2016 9:04 PM
39	Not sure	3/3/2016 8:51 PM
40	I prefer area-based charging mechanism	3/3/2016 8:33 PM
41	A cordon-based scheme may allow for easier fine tuning of bottom necks or neighbouring areas of abuse.	3/3/2016 7:56 PM
42	Area based. Believe easier to administer.	3/3/2016 7:53 PM
43	No stop driving private fossil fueled cars	3/3/2016 7:52 PM
44	Prefer no scheme	3/3/2016 7:45 PM
45	I prefer a cordon-based charging mechanism because I think it is simpler to be implemented.	3/3/2016 6:42 PM
46	cordon based	3/3/2016 6:38 PM
47	I agree with the cordon-based approach. Ideally, the scheme will start to limit the number of private vehicles in the area, but the cordon approach appears more equitable and likely to succeed.	3/3/2016 6:32 PM
48	Area-based. It is much simpler to understand and to apply.	3/3/2016 6:22 PM
49	area based	3/3/2016 5:36 PM
50	area based	3/3/2016 5:35 PM
51	Cordon based... easier to check... no exceptions	3/3/2016 5:20 PM
52	the charging scheme should be area based, to avoid that cars enter the zone and just stay inside.	3/3/2016 4:31 PM
53	Area - easier to understand & to inform the public. Easier to monitor and impose.	3/3/2016 3:59 PM
54	Again, without the data, you can only get opinions rather than solutions based on scientific data. This invalidates the survey.	3/3/2016 3:55 PM
55	cordon based is preferred but still cannot solve the problem of illegal parking at the road side. Thus the car flow in and out the area is still as low as today that we suffered today.	3/3/2016 3:31 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

56	Area based. It is more precise.	3/3/2016 3:27 PM
57	Not sure	3/3/2016 3:13 PM
58	Area-based, I suppose.	3/3/2016 3:08 PM
59	ERP should not be introduced at all	3/3/2016 3:07 PM
60	周界為本，因更符合「用者自付」原則。為避免駕駛者在收費區內逗留，可參考「哥德堡計劃」和「新加坡計劃」。	3/3/2016 2:55 PM
61	cordon based seems more fair	3/3/2016 2:06 PM
62	Neither	3/3/2016 2:01 PM
63	不贊成收費	3/3/2016 1:50 PM
64	Not sure	3/3/2016 1:40 PM
65	Area. Blanket reduce cars and congestion.	3/3/2016 1:30 PM
66	Area based to prevent abuse of the system.	3/3/2016 1:26 PM
67	Area-based	3/3/2016 1:21 PM
68	Cordon based-simplicity	3/3/2016 1:06 PM
69	區域。在顧及道路上應較容易。	3/3/2016 12:18 PM
70	Yes.Worked well in London	3/3/2016 12:15 PM
71	No opinion	3/3/2016 12:10 PM
72	area	3/3/2016 12:10 PM
73	NO	3/3/2016 12:03 PM
74	Area based.	3/3/2016 12:00 PM
75	Area based because a cordon would apply cost to the main vehicle corridors. Area based allows specific problem areas to be targeted.	3/3/2016 11:48 AM
76	Cordon-based. Because Singapore uses it!	3/3/2016 11:42 AM
77	no opinion	3/3/2016 11:36 AM
78	Cordon-based charging mechanism - they have the money so might as well pay more. To the riches, paying once is just like a free pass!	3/3/2016 11:20 AM
79	I believe a cordon-based charging mechanism is preferable; and area-based mechanism will not have a sufficient traffic reduction effect within the target area, as once a motorist enters, further movements for the rest of the day are "free."	3/3/2016 11:17 AM
80	cordon-based. You want to stop the chauffeurs sitting around and blocking traffic - which is what they do now. They should be charged based on time in the congestion zone as well as entries.	3/3/2016 11:11 AM
81	No preference, but whatever is chosen should be scaleable for the larger areas of Hong Kong.	3/3/2016 11:11 AM
82	Cordon based please so boundaries are clearer.	3/3/2016 11:08 AM
83	Area-based, fairer	3/3/2016 11:04 AM
84	應採用周界為本收費機制	3/3/2016 10:58 AM
85	no comment	3/3/2016 10:57 AM
86	cordon based. allowing more flexibility	3/3/2016 10:55 AM
87	No preference	3/3/2016 10:50 AM
88	Cordon.	3/3/2016 10:49 AM
89	No	3/3/2016 10:47 AM
90	cordon based; easier to handle	3/3/2016 10:42 AM
91	cordon-based, more flexible to change the scope in the future. Scale is smaller so that the boundary will be more accurately defined.	3/3/2016 10:41 AM
92	No to the ERP	3/3/2016 10:24 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

93	Area base for easy identification and administration.	3/3/2016 10:15 AM
94	不應該設立中區電子道路收費	3/3/2016 10:13 AM
95	Unsure.	3/3/2016 10:11 AM
96	No	3/3/2016 9:53 AM
97	Area based as it may cause problems for delivery driver's and at places close to the charging zone	3/3/2016 9:52 AM
98	Cordon based to target black spots but with a very limited number of well defined cordons.	3/3/2016 9:51 AM
99	No opinion	3/3/2016 9:46 AM
100	I prefer a cordon-based scheme because visibility, both for drivers and pedestrians, is an important feature of the scheme.	3/3/2016 9:44 AM
101	Please see answer to # 5 above	3/3/2016 9:43 AM
102	Don't know.	3/3/2016 9:42 AM
103	What is the difference?	3/3/2016 9:41 AM
104	The main congestion of private cars in Central are chauffeur driven cars, who may access Central multiple times per day and wait until passengers are ready, adding to the congestion of vehicles. As a result the rate charged should be a high per day area based fee to discourage these users.	3/3/2016 9:38 AM
105	Area Based, as we can pay the fee required for accessing the specific area. Similar to Singapore...	3/3/2016 9:38 AM
106	No opinion	3/3/2016 9:36 AM
107	None of the above, because the ERP scheme will not prevent cars being driven on the road, road users will pay regardless and I think this is just another source of tax revenue for the government.	3/3/2016 9:30 AM
108	Cordon. Some roads are through fares passing through central so should be excluded	3/3/2016 9:20 AM
109	Cordon based; one fee for everyone	3/3/2016 9:20 AM
110	The Central District already has a defacto cordon-based charging mechanism via the tunnel charges. Any discussion about managing traffic on HK island should include the tunnels where the infrastructure is already in place. So from that point of view, cordon-based charging is already in place, if the government sees the need for further micromanaging it would need to be area based.	3/3/2016 9:19 AM
111	Cordon-based and Size of Engine	3/3/2016 9:19 AM
112	Cordon-based seems fairer.	3/3/2016 9:18 AM
113	周界收費	3/3/2016 9:18 AM
114	cordon based, it still leaves some areas accessible to traffic.	3/3/2016 9:13 AM
115	area based	3/3/2016 9:10 AM
116	They both have merits. Perhaps by having an area-based mechanism, there would be more promotion/awareness of the areas t avoid? I think that both schemes seem to have had benefits in places like London and Singapore.	3/3/2016 9:01 AM
117	No	3/3/2016 8:59 AM
118	Area based on time in the road. The idea is to esse congestion. Entering and parking within the cordon should attract a lesser charge	3/3/2016 8:59 AM
119	Cordon based - which allows for the free flow of traffic transiting Central on the Connaught/Gloucester Road Corridor,	3/3/2016 8:48 AM
120	Similar to London	3/3/2016 8:47 AM
121	I'm not sure.	3/3/2016 8:41 AM
122	Neither. As above	3/3/2016 8:37 AM
123	cordon as it defines specific inner orads	3/3/2016 8:26 AM
124	area based is broader and more effective	3/3/2016 8:21 AM
125	Area based	3/3/2016 8:17 AM
126	Area based, since it would increase the public transport use.	3/3/2016 8:14 AM
127	Area based, daily charge	3/3/2016 8:02 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

128	Cordon-based	3/3/2016 7:45 AM
129	yes - make it fair	3/3/2016 7:42 AM
130	周界為本 原因這是引導式問題	3/3/2016 7:20 AM
131	a combination of both	3/3/2016 7:20 AM
132	Don't know the distinction.	3/3/2016 7:18 AM
133	Unsure.	3/3/2016 7:12 AM
134	同上	3/3/2016 7:07 AM
135	No opinion	3/3/2016 6:48 AM
136	No	3/3/2016 6:41 AM
137	cordon-based	3/3/2016 6:31 AM
138	The option that charges more for more distance travelled	3/3/2016 6:19 AM
139	No preference	3/3/2016 5:55 AM
140	Area base to be as large as possible	3/3/2016 5:33 AM
141	No view at present	3/3/2016 4:48 AM
142	Not sure	3/3/2016 4:42 AM
143	Cordon-based - more readily defined.	3/3/2016 4:16 AM
144	不應該收費	3/3/2016 4:16 AM
145	Cordon AND area-based charging would be best. So a private car which enters should be charged a minimum amount per-entry, which would increase depending on how long is spent in the area over the next 24 hours. This would deter private drivers either entering the area and waiting within it (which gets around cordon entry), or circling meanlessly (which gets around area entry within a day).	3/3/2016 2:28 AM
146	Cordon is better. However, congestion is caused by the rich and wealthy. They will still enter the area and congest the roads as they have complete disregard for the public as a whole (they believe they have a right to inconvenience others). Also, their "drivers" may wait in surrounding areas causing congestion there! Either way, having worked in central for many years, it is crystal clear that congestion is caused by wealthy vehicle owners who stop and park on the street - take a look at Bank Street or outside Landmark as an example. How many of those vehicles belong to the wealthy? Road pricing will not dissuade them from their current actions because the additional cost will not effect them and it is probably tax deductible! Besides, road pricing will simply make driving a luxury and something that only the wealthy can afford. Wouldn't that simply expand the rich poor divide??	3/3/2016 2:11 AM
147	Cordon based. Keep cars out of core area. make it more friendly for humans.	3/3/2016 1:59 AM
148	Cordon is preferred but neither will be helpful because of the actual vehicle users / owners. Persons entering central by private car are usually of wealth. They can pay for the higher fees. If the fees are too high, their drivers will park at the periphery causing congestion in neighbouring areas. So neither situation helps. What is actually required is proper enforcement. Rarely are laws governing use of public roads, mainly illegal parking, enforced by the police. If laws are regularly enforced, congestion can be eliminated. Another suggestion may be to deduct points from the drivers of such vehicles if they repeatedly offend illegal parking and stopping laws. Unfortunately, HK requires the stick more than the carrot - and the stick has to be used!	3/3/2016 1:58 AM
149	Area-based would raise less resistance among drivers, since some drivers could end up paying huge fees for cordon-based charging.	3/3/2016 1:16 AM
150	Area-based is fairer to commercial traffic - such as delivery vehicles - that may need to make multiple entries.	3/2/2016 11:38 PM
151	District.As cordon-based will also cause congestion in Central	3/2/2016 11:33 PM
152	Area based, start with most congested areas measured by worst air pollution	3/2/2016 10:44 PM
153	Cordon based system seems to be more flexible and leaves room for adjustments.	3/2/2016 10:06 PM
154	反對，中區電子道路收費先導計劃"原意"希望可以收費來改善中環區交通堵塞問題，但根本上收費無助解決問題，無需使用區域/周界	3/2/2016 10:03 PM
155	Area: whole HKI and K	3/2/2016 9:57 PM
156	完全不同意電子道路收費計劃。	3/2/2016 8:49 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

157	Area based	3/2/2016 8:36 PM
158	Area based	3/2/2016 8:33 PM
159	Area-based	3/2/2016 7:45 PM
160	It should be an automatic charge when you cross certain points. This should be relatively easy to set up and apply	3/2/2016 7:35 PM
161	Boundary, easier to follow	3/2/2016 7:16 PM
162	周界為本，因為區域為本未必減少塞車狀況	3/2/2016 6:49 PM
163	cordonbased seems more appericated as it should be marked according to density of traffic	3/2/2016 6:04 PM

Q8 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? 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？

Answered: 190 Skipped: 185

#	Responses	Date
1	Yes	3/15/2016 6:00 PM
2	Yes.	3/14/2016 1:55 PM
3	Yes, only when the traffic flow is high.	3/14/2016 12:35 PM
4	No	3/13/2016 9:05 PM
5	yes	3/13/2016 7:21 PM
6	Yes	3/12/2016 9:45 PM
7	不認同，應擱置	3/12/2016 4:22 PM
8	Yes. See answer above. Dynamic pricing with higher rates when traffic is worse.	3/12/2016 3:21 PM
9	yes	3/10/2016 7:40 PM
10	Yes	3/9/2016 7:29 PM
11	Yes	3/9/2016 2:31 PM
12	Yes	3/9/2016 1:51 PM
13	Yes	3/8/2016 3:05 PM
14	No need too	3/7/2016 11:46 PM
15	Yes. I believe this is the purpose of the scheme.	3/7/2016 10:37 PM
16	Yes	3/7/2016 8:40 PM
17	Yes	3/7/2016 3:27 PM
18	The authority managing the scheme should have the power to vary the charges as part of meeting the congestion targets which it has been set.	3/6/2016 11:55 PM
19	Yes, it's because it could further discourage the people to drive during the rush hours	3/6/2016 6:12 PM
20	Yes. There is, however, a risk that the scheme simply defers traffic from entering area in the current 'high flow' times and making other times much busier. Although in sum this should hopefully at least distribute the traffic more evenly, although of course reducing traffic as a whole an encouraging use of public transport (which is good in Hong Kong) should be the imperative.	3/6/2016 4:57 PM
21	不同意	3/6/2016 4:45 PM
22	Yes, agreed	3/6/2016 6:10 AM
23	是	3/5/2016 7:38 PM
24	charges should be higher in peak hours, less in off peak during the day, v cheap if not free at night.	3/5/2016 6:05 PM
25	yes, but only on week days	3/5/2016 5:28 PM
26	Yes.	3/5/2016 3:36 PM
27	Yes	3/5/2016 3:08 PM
28	Irrelevant. Object to the proposal.	3/5/2016 1:55 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

29	Yes up to midnight in Central.	3/5/2016 11:43 AM
30	No ERP for me.	3/4/2016 11:54 PM
31	Yes	3/4/2016 10:02 PM
32	Yes	3/4/2016 5:09 PM
33	yes	3/4/2016 5:06 PM
34	Only during rush hours, 8-10 in morning and 17-19 in evening	3/4/2016 11:39 AM
35	Yes, on peak hour	3/4/2016 10:51 AM
36	Yes	3/4/2016 10:34 AM
37	No, traffic flow may adjust according to charging time if the charge only imposed throughout the hours when traffic flow is high. Charge should be imposed throughout 24 hours if the ERP is to be implemented.	3/4/2016 10:02 AM
38	Yes agree	3/4/2016 8:24 AM
39	Yes , but the charging hours should be publicly known and should not be adjusted on a day to day basis.	3/4/2016 7:38 AM
40	It should be all day.	3/4/2016 6:16 AM
41	Yes, it should be charged whenever there is high traffic flow.	3/4/2016 3:01 AM
42	Yes, I agree.	3/3/2016 10:33 PM
43	Yes.	3/3/2016 10:32 PM
44	They should be imposed 24 hours, with fees highest during working hours	3/3/2016 10:07 PM
45	Yes	3/3/2016 10:03 PM
46	yes	3/3/2016 9:15 PM
47	否	3/3/2016 9:05 PM
48	Absolutely	3/3/2016 9:05 PM
49	Yes	3/3/2016 8:52 PM
50	I agree	3/3/2016 8:34 PM
51	Yes.	3/3/2016 7:57 PM
52	Nuke em	3/3/2016 7:54 PM
53	Yes	3/3/2016 7:54 PM
54	yes	3/3/2016 7:50 PM
55	No	3/3/2016 7:45 PM
56	Yes I do.	3/3/2016 6:42 PM
57	sure	3/3/2016 6:40 PM
58	Yes	3/3/2016 6:35 PM
59	Yes.	3/3/2016 6:33 PM
60	Maybe 6am - 9pm.	3/3/2016 6:25 PM
61	Yes pending the traffic flow	3/3/2016 5:36 PM
62	Yes	3/3/2016 5:29 PM
63	Yes, but this is from 07:00 to 20:00!	3/3/2016 5:22 PM
64	No	3/3/2016 4:44 PM
65	yes	3/3/2016 4:31 PM
66	Yes	3/3/2016 4:21 PM
67	Yes	3/3/2016 4:07 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

68	Why does there have to be a charge associated with this? Financial disincentives will NOT prevent congestion - it will discriminate against the poorer citizens only.	3/3/2016 4:00 PM
69	Yes. There is no need to charge for four a.m.	3/3/2016 4:00 PM
70	Yes, should be adjusted respectively.	3/3/2016 3:40 PM
71	Yes, but no matter we choose area based or cordon based charging method, private cars can choose to drive into the area , park illegally to the roadside with their own driver till the end of the day. High charge in busy period only reduced trucks and vans which bring products to the shops for business.	3/3/2016 3:31 PM
72	Yes	3/3/2016 3:27 PM
73	Yes	3/3/2016 3:15 PM
74	Yes	3/3/2016 3:14 PM
75	ERP should not be introduced at all	3/3/2016 3:07 PM
76	同意	3/3/2016 2:58 PM
77	yes	3/3/2016 2:06 PM
78	No	3/3/2016 2:01 PM
79	Yes	3/3/2016 1:52 PM
80	不贊成收費	3/3/2016 1:50 PM
81	Yes for some areas but some areas should be traffic free all the time and fully pedestrianised - in the shopping areas of central including des voeux road	3/3/2016 1:42 PM
82	No. Just charge all the time.	3/3/2016 1:32 PM
83	Yes	3/3/2016 1:27 PM
84	Yes	3/3/2016 1:06 PM
85	Only for busy hours	3/3/2016 1:05 PM
86	認同	3/3/2016 12:38 PM
87	Yes.	3/3/2016 12:30 PM
88	NO - I think ILLEGAL PARKING throughout Central should be tackled first!	3/3/2016 12:25 PM
89	Yes	3/3/2016 12:16 PM
90	Yes	3/3/2016 12:16 PM
91	It should vary by hour, and free at lowest hours. That would encourage delivery trucks to do their deliveries at night.	3/3/2016 12:12 PM
92	yes.	3/3/2016 12:10 PM
93	it should just be rush hours. a constant time period every weekdays.	3/3/2016 12:04 PM
94	Yes.	3/3/2016 12:00 PM
95	Yes	3/3/2016 11:50 AM
96	Yes!	3/3/2016 11:43 AM
97	yes	3/3/2016 11:37 AM
98	Yes.	3/3/2016 11:22 AM
99	Yes	3/3/2016 11:18 AM
100	yes	3/3/2016 11:13 AM
101	Yes.	3/3/2016 11:12 AM
102	yes	3/3/2016 11:10 AM
103	Yes.	3/3/2016 11:09 AM
104	Should be 24/7	3/3/2016 11:05 AM
105	早上 7:30am-9:00pm	3/3/2016 11:01 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

106	yes	3/3/2016 10:58 AM
107	Yes	3/3/2016 10:55 AM
108	It should be imposed throughout the day regardless of traffic flow. Hong Kong is much denser than London, and traffic will just shift to non-charge hours otherwise.	3/3/2016 10:54 AM
109	No	3/3/2016 10:48 AM
110	at all times = 24 hours / seven days a weeeek	3/3/2016 10:43 AM
111	Yes	3/3/2016 10:42 AM
112	Yes.	3/3/2016 10:36 AM
113	yes	3/3/2016 10:27 AM
114	No to the ERP	3/3/2016 10:25 AM
115	Yes	3/3/2016 10:22 AM
116	Yes.	3/3/2016 10:15 AM
117	Yes	3/3/2016 10:13 AM
118	不應該中區電子道路收費	3/3/2016 10:13 AM
119	Fee should be applicable throughout the working day and rush hour periods, e.g. 8am - 9pm for example	3/3/2016 9:55 AM
120	I agree; however, I believe that the scheme should be applied 24 hours a day. Delivery vehicles could seek reimbursement through tax exemptions, for example. A stricter scheme with fewer exceptions will be easier to enforce, will have a stronger impact, and will send a clearer signal to the population.	3/3/2016 9:47 AM
121	Charges should be imposed 24 hours a day within the scheme. Otherwise, there will be a horrible traffic jam outside the scheme waiting to get in	3/3/2016 9:46 AM
122	Yes	3/3/2016 9:46 AM
123	Yes and the charging hours should be fixed	3/3/2016 9:44 AM
124	During busy hours/days.	3/3/2016 9:43 AM
125	I think it should be charged from 0730-2330, but with pricing fluctuations throughout the day. With higher charges at peak hours, and lower prices at non-peak hours.	3/3/2016 9:40 AM
126	It should be imposed all day from 7am to 8pm.	3/3/2016 9:38 AM
127	Yes	3/3/2016 9:37 AM
128	No, the ERP should not even be enforced at all.	3/3/2016 9:30 AM
129	Sure, for people using the car to get to work that would help, but for weekend traffic it would probably not.	3/3/2016 9:24 AM
130	Tackling waiting vehicles and providing better options for trucks and private buses to load unload would be a more practical solution	3/3/2016 9:24 AM
131	no - should be the whole day - My opinion is rather to close certain areas completely for traffic and let deliveries go in in early and late hours. many cities did do that successful	3/3/2016 9:22 AM
132	Should charge always, no matter of time	3/3/2016 9:21 AM
133	Of course.	3/3/2016 9:19 AM
134	要收費	3/3/2016 9:19 AM
135	yes to reduce the congestion, but it will be congested in other areas instead.	3/3/2016 9:15 AM
136	yes	3/3/2016 9:10 AM
137	Yes	3/3/2016 9:06 AM
138	yes; rush hour periods.	3/3/2016 9:02 AM
139	7:00am to 8:00pm	3/3/2016 9:01 AM
140	Yes	3/3/2016 9:00 AM
141	Yes	3/3/2016 8:59 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

142	8.00 am to 7.00pm	3/3/2016 8:59 AM
143	Yes.	3/3/2016 8:57 AM
144	yes	3/3/2016 8:48 AM
145	Yes	3/3/2016 8:48 AM
146	Yes, isn't that the point?	3/3/2016 8:42 AM
147	No - Hong Kong has high enough road taxes as it is - the additional charges will not do enough to deter traffic on Hong Kong's roads and it will end up as another revenue generator for the government.	3/3/2016 8:39 AM
148	yes	3/3/2016 8:27 AM
149	yes	3/3/2016 8:22 AM
150	Double rate between noon-2pm and 5pm-7pm, or just outright ban in these periods.	3/3/2016 8:19 AM
151	Yes, but it quite late for this in HK, it should be 24 Hrs.	3/3/2016 8:15 AM
152	Yes	3/3/2016 8:03 AM
153	Yes.	3/3/2016 7:46 AM
154	yes	3/3/2016 7:43 AM
155	同意	3/3/2016 7:21 AM
156	yes	3/3/2016 7:21 AM
157	Yes.	3/3/2016 7:18 AM
158	Yes.	3/3/2016 7:14 AM
159	Yes	3/3/2016 7:11 AM
160	同上	3/3/2016 7:07 AM
161	Yes	3/3/2016 6:49 AM
162	No	3/3/2016 6:42 AM
163	yes	3/3/2016 6:32 AM
164	yes	3/3/2016 6:19 AM
165	Yes	3/3/2016 5:55 AM
166	Yes	3/3/2016 5:34 AM
167	Yes	3/3/2016 4:49 AM
168	Yes but for Central this is really most of the time	3/3/2016 4:44 AM
169	Yes	3/3/2016 4:16 AM
170	不認同	3/3/2016 4:16 AM
171	Yes.	3/3/2016 2:28 AM
172	Yes	3/3/2016 2:12 AM
173	All the time	3/3/2016 2:00 AM
174	Yes	3/3/2016 1:59 AM
175	Yes	3/3/2016 1:18 AM
176	yes, but not limited to	3/2/2016 11:40 PM
177	I think it should be imposed all the time	3/2/2016 11:34 PM
178	No, pollution don't go away just because it is nighttime	3/2/2016 10:46 PM
179	yes	3/2/2016 10:06 PM
180	反對	3/2/2016 10:05 PM
181	Yes	3/2/2016 9:58 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

182	完全不同意電子道路收費計劃。	3/2/2016 8:49 PM
183	Yes 8am to 7pm	3/2/2016 8:37 PM
184	No as it would make the scheme difficult to enforce and pollution and traffic is too high throughout the day.	3/2/2016 8:35 PM
185	Yes	3/2/2016 7:57 PM
186	Yes	3/2/2016 7:47 PM
187	Yes	3/2/2016 7:37 PM
188	Yes, all day time from 7am to 9pm	3/2/2016 7:17 PM
189	不認同	3/2/2016 6:50 PM
190	yes	3/2/2016 6:05 PM

Q9 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? 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？

Answered: 194 Skipped: 181

#	Responses	Date
1	Yes	3/15/2016 6:00 PM
2	Yes. There should also be no charges from, say midnight to 6.00 a.m.	3/14/2016 1:55 PM
3	Should be excluded on Sundays and public holidays.	3/14/2016 12:35 PM
4	Yes	3/13/2016 9:05 PM
5	No - should remain every day.	3/13/2016 7:21 PM
6	現時反對任何收費，這個計劃是政府欺騙市民，詐取收費方式，香港市民堅決反對電子道路收費	3/12/2016 4:22 PM
7	No. Traffic volume should dictate when the charges are imposed. Central is often very crowded on weekends and public holidays. This is a change from 15 years ago when it was deserted on weekends and holidays.	3/12/2016 3:21 PM
8	yes	3/10/2016 7:40 PM
9	Charges should be levied on Sundays too	3/9/2016 7:29 PM
10	• Yes exclude Sundays and public holidays. • The authority managing the ERP should have the power to vary charges according to the time of day.	3/9/2016 2:31 PM
11	No	3/9/2016 1:51 PM
12	No, environmental cost of road congestion is not exempted even during holidays.	3/8/2016 3:05 PM
13	God The problem is HK to crowded by prc ppls	3/7/2016 11:46 PM
14	For central where business traffic dominate it is understandable not to charge at weekend at the beginning. It will be nice to extend charging to weekend once people get use to the charge. It will help create better environment for leisure seekers on weekend, especially around SOHO district.	3/7/2016 10:37 PM
15	No, think there should be charges every day but Sundays and public holidays can be lower as less traffic.	3/7/2016 8:40 PM
16	Yes, No.	3/7/2016 3:27 PM
17	yes, to allow for all to have access to Central District	3/7/2016 10:43 AM
18	Yes they should be excluded initially. BUT the authority managing the scheme should have the power to introduce charges at whatever rate it thinks best if it deems this necessary to meet congestion level objectives.	3/6/2016 11:55 PM
19	Yes	3/6/2016 8:30 PM
20	It's okay not to make charges during Sunday and PH because the traffic condition of Central during the above-mentioned days are capable	3/6/2016 6:12 PM
21	I support an overall reduction in traffic full stop. But of course there must be some consideration of business needs.	3/6/2016 4:57 PM
22	不同意	3/6/2016 4:45 PM
23	Yes, agreed	3/6/2016 6:10 AM
24	沒有意見	3/5/2016 7:38 PM
25	yes, unless it gets too busy on Sundays/PHs, in which case flexible pricing could be introduced. it depends on how people respond to the system.	3/5/2016 6:05 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

26	I agree	3/5/2016 5:28 PM
27	Yes.	3/5/2016 3:36 PM
28	Yes	3/5/2016 3:08 PM
29	Irrelevant. Object to the proposal.	3/5/2016 1:55 PM
30	Sunday's only.	3/5/2016 11:43 AM
31	No ERP for me.	3/4/2016 11:54 PM
32	Seems reasonable. - traffic never seems quite so bad on those days	3/4/2016 10:02 PM
33	Yes	3/4/2016 5:09 PM
34	yes	3/4/2016 5:06 PM
35	Yes, do not include weekends	3/4/2016 11:39 AM
36	Yes, because not much people work on Sunday and Public holiday	3/4/2016 10:51 AM
37	Would be great if charges applied during weekends as well as congestion is a big problem every day. However, if too difficult starting with weekdays is acceptable.	3/4/2016 10:34 AM
38	Agree. Charging should apply to all areas of HK if Sunday and public holiday is not exempted.	3/4/2016 10:02 AM
39	Yes agree	3/4/2016 8:24 AM
40	Agreed at present. This should be reviewed through the lit of the scheme.	3/4/2016 7:38 AM
41	No. Traffic is still high on a Sunday.	3/4/2016 6:16 AM
42	No, they should not be excluded per se. Charging should depend on if there is high traffic during those days in Central.	3/4/2016 3:01 AM
43	不認同	3/4/2016 1:34 AM
44	No, I do not agree.	3/3/2016 10:33 PM
45	Yes	3/3/2016 10:32 PM
46	No. The charging scheme should be 24 hours, 7 days a week, with the fee fluctuating based on time of day	3/3/2016 10:07 PM
47	Yes	3/3/2016 10:03 PM
48	yes	3/3/2016 9:15 PM
49	是	3/3/2016 9:05 PM
50	No, not necessarily.	3/3/2016 9:05 PM
51	No only Sunday should be excluded	3/3/2016 8:52 PM
52	I agree	3/3/2016 8:34 PM
53	Yes. In any case traffic on Sundays and public holidays is far less.	3/3/2016 7:57 PM
54	No drive them nuts all days of the week.	3/3/2016 7:54 PM
55	Yes	3/3/2016 7:54 PM
56	no	3/3/2016 7:50 PM
57	na	3/3/2016 7:45 PM
58	Yes I do.	3/3/2016 6:42 PM
59	absolutely. why don't you take a look at the traffic density? the entire reason behind ERP is so that it will ease congestion. HOWEVER, ERP WILL NOT ease congestion in Hong Kong	3/3/2016 6:40 PM
60	No	3/3/2016 6:35 PM
61	No. The charges should disincentivise vehicles being used in the designated areas at all times.	3/3/2016 6:33 PM
62	Yes. Sunday all day excluded. Monday to Saturday, 6am - 9pm Local residents living within the zone should have a discount.	3/3/2016 6:25 PM
63	No they shouldnt	3/3/2016 5:37 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

64	No only different times	3/3/2016 5:36 PM
65	Yes.	3/3/2016 5:29 PM
66	No	3/3/2016 5:22 PM
67	Yes	3/3/2016 4:54 PM
68	Yes	3/3/2016 4:44 PM
69	yes	3/3/2016 4:31 PM
70	Agree - Waived Sundays & PH	3/3/2016 4:21 PM
71	No	3/3/2016 4:07 PM
72	ERP does NOT have to be a "charging scheme". Electronic Road Control is FAR more effective. Register cars that are authorised for utilisation of the restricted roads will be far better. Those cars that qualify for using the restricted roads will have electronic tags that will exempt them from penalty. By taking this approach, a resident or owner that has off road parking in the area concerned would have access appropriate to the circumstances.	3/3/2016 4:00 PM
73	No I do not. Include these days. Open the city up to a little fresh air. We get many things right in HK and air quality is one area which we can easily improve.	3/3/2016 4:00 PM
74	Yes - would automatically be the case if point 8 is taken into consideration.	3/3/2016 3:40 PM
75	I dont agree to exclude sundays and public holidays. I suggest to provide a reduced charge instead to encourage our citizen to use the public transport, and help to reduce air pollution over these heavily affected area.	3/3/2016 3:31 PM
76	Yes, less traffic	3/3/2016 3:27 PM
77	Yes	3/3/2016 3:15 PM
78	Yes	3/3/2016 3:14 PM
79	ERP should not be introduced at all	3/3/2016 3:07 PM
80	應根據以往實際車輛流量的平均數據來決定，如星期日和公眾假期的個別時段在中區亦出現嚴重擠塞問題，則該等時段亦應設定為收費時段	3/3/2016 2:58 PM
81	yes	3/3/2016 2:06 PM
82	Yes	3/3/2016 2:01 PM
83	yes	3/3/2016 1:52 PM
84	不贊成收費	3/3/2016 1:50 PM
85	See above	3/3/2016 1:42 PM
86	No, I do not agree. Include Sundays and public holidays.	3/3/2016 1:32 PM
87	Yes	3/3/2016 1:27 PM
88	Yes	3/3/2016 1:06 PM
89	Yes excluded	3/3/2016 1:05 PM
90	不認同。週末亦可以是高流量。需實行後觀察	3/3/2016 12:38 PM
91	Yes.	3/3/2016 12:30 PM
92	NO!	3/3/2016 12:25 PM
93	Yes	3/3/2016 12:16 PM
94	Yes	3/3/2016 12:16 PM
95	Depending on the circumstance, for example, if there is an event in central, ERP should be imposed. Otherwise it should be free.	3/3/2016 12:12 PM
96	yes	3/3/2016 12:10 PM
97	yeah, there is no tragic during the weekends. only the maids.	3/3/2016 12:04 PM
98	Yes.	3/3/2016 12:00 PM
99	Sundays and public holidays should not be excluded. It may be necessary to consider a charge free period for commercial delivery vehicles such as 05:00 to 07:00.	3/3/2016 11:50 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

100	Yes.	3/3/2016 11:43 AM
101	yes Sundays and public holidays should be excluded. no views other than those already considered in the scheme	3/3/2016 11:37 AM
102	The purpose of the scheme is to reduce traffic, so why charge when the traffic is low?	3/3/2016 11:22 AM
103	Fees should be imposed when traffic is high. My observations are that on Sundays and PH, traffic in Central is not high.	3/3/2016 11:18 AM
104	probably yes - exempt Sundays and public holidays.	3/3/2016 11:13 AM
105	No. The charging period for should be at times of highest congestion regardless of the day of week.	3/3/2016 11:12 AM
106	Agree, exclude Sundays and PHs.	3/3/2016 11:10 AM
107	Yes because traffic is light during the weekend anyway.	3/3/2016 11:09 AM
108	24/7	3/3/2016 11:05 AM
109	同意不須在星期日和公眾假期收費	3/3/2016 11:01 AM
110	No	3/3/2016 10:58 AM
111	No exceptions except for commercial vehicles.	3/3/2016 10:55 AM
112	I do not agree. Drivers should still be charged on SAT and SUN too. There is no real need to drive in Central HK, and if someone wants the privilege to do so, he should pay.	3/3/2016 10:54 AM
113	No	3/3/2016 10:48 AM
114	no	3/3/2016 10:43 AM
115	The driving criteria should not be weekends or weekdays, it should depend on the statistical results when the route is busy. The government should hire consultancy company to get the data.	3/3/2016 10:42 AM
116	Yes. The traffic flow, especially as some roads are closed on Sundays and Public Holidays, does not require charging on those days.	3/3/2016 10:36 AM
117	yes	3/3/2016 10:27 AM
118	No to the ERP scheme	3/3/2016 10:25 AM
119	Yes	3/3/2016 10:22 AM
120	Yes.	3/3/2016 10:15 AM
121	Possibly but allowing for greater use of pedestrianized areas to exclude vehicles.	3/3/2016 10:13 AM
122	不應該中區電子道路收費	3/3/2016 10:13 AM
123	Yes. Charge only from Mon - Sat (although the cut-off on Saturday PM could be pulled back to say 7pm)	3/3/2016 9:55 AM
124	I disagree; ERP charges should be levied on any day, for the entire day (24 hours). Only a scheme that is extensive will be effective.	3/3/2016 9:47 AM
125	Agree	3/3/2016 9:46 AM
126	Yes	3/3/2016 9:46 AM
127	Yes Sundays and PH should be excluded. Charging hours could be from 7.30 to 9.30 and 17.30 to 19.30	3/3/2016 9:44 AM
128	No. It depends on the area and traffic flow. EG Some mainland tour buses are more active on Sundays and public holidays.	3/3/2016 9:43 AM
129	Yes, as less commuters are concentrated in the CBD area.	3/3/2016 9:40 AM
130	Yes, I agree Sundays and PH should be excluded.	3/3/2016 9:38 AM
131	No, I do not agree. The ERP scheme should also charge on the week end, which is the time when pedestrian flow will increase.	3/3/2016 9:37 AM
132	No, the ERP should not even be enforced at all.	3/3/2016 9:30 AM
133	No, they shouldn't. In fact, I would argue that's exactly the traffic that should be reduced. People coming to Central during their leisure time, when they could perfectly well take the time to use public transport.	3/3/2016 9:24 AM
134	If we can afford to close roads for domestic helpers and vehicles need to pay to use the roads on weekends then it would make sense other users including domestic helpers should also pay	3/3/2016 9:24 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

135	no, no - also on sundays and public holidays we need clean air and a better traffic situation	3/3/2016 9:22 AM
136	Can be excluded	3/3/2016 9:21 AM
137	In the mean time, yes to exclude. But the exclusion should be reviewed after a period to decide if this exclusion is justified.	3/3/2016 9:19 AM
138	同意	3/3/2016 9:19 AM
139	yes	3/3/2016 9:15 AM
140	no, please do not charge on Saturday and Sunday !	3/3/2016 9:10 AM
141	Yes, excluded	3/3/2016 9:06 AM
142	yes	3/3/2016 9:02 AM
143	Charges should apply every day	3/3/2016 9:01 AM
144	No, it should always be imposed.	3/3/2016 9:00 AM
145	No	3/3/2016 8:59 AM
146	Yes this allows people from out of town to frequent central's attractions	3/3/2016 8:59 AM
147	Why exclude Sundays and public holidays. That is when traffic is the worst.	3/3/2016 8:57 AM
148	yes	3/3/2016 8:48 AM
149	No	3/3/2016 8:48 AM
150	If there is evidence of traffic on Sundays and public holidays (e.g. dragon boat festival) then I think charging should still happen.	3/3/2016 8:42 AM
151	No, ERP should be scrapped all together	3/3/2016 8:39 AM
152	yes	3/3/2016 8:27 AM
153	yes	3/3/2016 8:22 AM
154	A lower rate on Sunday & holidays.	3/3/2016 8:19 AM
155	No, any day there is too much traffic in all of the area.	3/3/2016 8:15 AM
156	Yes	3/3/2016 8:03 AM
157	No, the scheme should include weekends - to reduce traffic AND cut air pollution.	3/3/2016 7:46 AM
158	No	3/3/2016 7:43 AM
159	it should be based on flows - flexible	3/3/2016 7:43 AM
160	同意。朝七晚十一	3/3/2016 7:21 AM
161	well we need to look at the traffic jam situation on those days and adjust accordingly	3/3/2016 7:21 AM
162	Yes.	3/3/2016 7:18 AM
163	Yes. Saturdays should have rates lower than weekdays, higher than Sundays.	3/3/2016 7:14 AM
164	No	3/3/2016 7:11 AM
165	同上	3/3/2016 7:07 AM
166	No opinion	3/3/2016 6:49 AM
167	No scheme	3/3/2016 6:42 AM
168	yes	3/3/2016 6:32 AM
169	no, Vehicles should be excluded completely on these days	3/3/2016 6:19 AM
170	Yes	3/3/2016 5:55 AM
171	Yes	3/3/2016 5:55 AM
172	Agreed	3/3/2016 5:34 AM
173	Yes	3/3/2016 4:49 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

174	Yes that would be reasonable though maybe confusing for pedestrians/ tourists?	3/3/2016 4:44 AM
175	Yes	3/3/2016 4:16 AM
176	不應收費	3/3/2016 4:16 AM
177	Yes, because there is little traffic in Central on Sundays and public holidays. That said, that is most likely because much of Central is (thankfully) highly pedestrianised on those days, which results in a much more pleasant atmosphere generally.	3/3/2016 2:28 AM
178	Yes	3/3/2016 2:12 AM
179	no. No.	3/3/2016 2:00 AM
180	Yes. Since there is rarely congestion during such periods.	3/3/2016 1:59 AM
181	There may be a fair argument that as there is less traffic on those days, there could be lower charges, but there should still be charges.	3/3/2016 1:18 AM
182	yes	3/2/2016 11:40 PM
183	No, Sunday is the time most people is off work and out enjoying life.	3/2/2016 10:46 PM
184	yes	3/2/2016 10:06 PM
185	反對設立收費計劃，交通問題不能用收費先導計劃解決	3/2/2016 10:05 PM
186	Yes but flexible for special events	3/2/2016 9:58 PM
187	完全不同意電子道路收費計劃。	3/2/2016 8:49 PM
188	Yes - Sunday and public holiday excluded	3/2/2016 8:37 PM
189	No, these are the days when the public could benefit most from reduced traffic	3/2/2016 8:35 PM
190	Yes and only day time in weekdays	3/2/2016 7:47 PM
191	It would be even better to see the pedestrian only area that has been proposed applied for the weekends	3/2/2016 7:37 PM
192	Can be excluded	3/2/2016 7:17 PM
193	不認同 收費時段應全天候	3/2/2016 6:50 PM
194	yes	3/2/2016 6:05 PM

Q10 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)?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)？

Answered: 188 Skipped: 187

#	Responses	Date
1	I would prefer a differential charge based on a vehicle's carrying capacity so that public transport vehicles such as double-decker buses with far higher carrying capacities than private cars are charged at lower levels.	3/14/2016 2:02 PM
2	simple approach, a unified charge.	3/14/2016 12:36 PM
3	Disagree with ERP Pilot Scheme	3/13/2016 9:07 PM
4	Charge should be based on amount of road vehicle uses ..as this is what creates congestion	3/13/2016 7:23 PM
5	所有私家車旅遊巴不應入該區，只有救援車巴士，小巴單車可進入，其他車輛應按類別收費（包括的士屋邨車輛，貨車大型車輛）	3/12/2016 4:34 PM
6	I think the charges should be based on vehicle class (which could also relate to size) as physical occupation of space on the road is the issue. Also, charging by class allows for behavioral incentives for different classes of vehicles (delivery trucks versus private cars, for example).	3/12/2016 3:24 PM
7	unified charge for all vehicles	3/10/2016 7:42 PM
8	Charges based on carrying capacity, public buses to pay less than private buses, cross-border vehicles to pay more than locally registered vehicles	3/9/2016 7:35 PM
9	• The charge should be based on the amount of road space a vehicle takes. This should be calculated as its size plus its share of a safe separation from other vehicles. It should not be based on the carrying capacity of the vehicle.	3/9/2016 2:31 PM
10	Differential based on both type (e.g. motorcycle, private car, van trucks...etc.) and engine size. Essentially we have to discourage people from driving into the area altogether, and if they must, then they should pay according to the engine size. Much like the registration tax, the smaller the engine the cheaper the price to encourage people to drive, if they must, more efficient cars. Perhaps an index can be created for each vehicle (e.g. carbon footprint or even an 'efficiency' index or emissions/passenger) and charge is based on which class of this index the vehicle falls under.	3/9/2016 2:09 PM
11	Think vehicles with higher carrying capacities should be charged cheaper.	3/8/2016 3:15 PM
12	If did, please control the corporate cars waiting for their bosses in central	3/7/2016 11:47 PM
13	I prefer charges based on vehicle's carrying capacity (for passenger vehicle). It will help discourage those private cars waiting for their boss, while minimizing impact on public transport operator. For goods vehicle it will be nice if the approach help encourage smaller vehicle, but I am not sure if any discrimination should be introduce as smaller operators hardly have choice over their vehicle size.	3/7/2016 10:47 PM
14	Differential charges based on vehicle sizes.	3/7/2016 9:25 PM
15	differential charge	3/7/2016 3:29 PM

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16	The charge should be based on the road space, including safe vehicle separation, that the vehicle takes.	3/6/2016 11:58 PM
17	Private cars should have the highest charges as they have occupied the greatest road capacity with the lowest efficiency. Franchised buses are always not the root of traffic disruption, they should not be charged	3/6/2016 6:14 PM
18	Although perhaps difficult to police, a scheme based on vehicle 'usage' might be considered i.e. charging more where there is only a single person in the car etc... Any costs for taxis should be borne by the customer. Consideration should also be given to the fact that larger vehicles are likely to be business vehicles and so they shouldn't be affected disproportionately. For me the target should be to capture people making unnecessary journeys that could otherwise be taken on public transport.	3/6/2016 5:01 PM
19	不需要討論	3/6/2016 4:45 PM
20	Vehicles Size	3/6/2016 6:17 AM
21	2 dimensions, with both different sizes and different capacity	3/5/2016 7:39 PM
22	smaller vehicles should pay less, larger ones more, especially lorries - if they want to deliver it's because they're profit-making businesses. cheaper for electric and hybrid cars. cheaper for vehicles registered by resident, or more expensive for non-residents - France has a great Autoroute network paid for in large part by Brits (seeking better weather)!!	3/5/2016 6:09 PM
23	all busses and taxis should be charged less than private cars. Private cars cause the most congestion; especially private cars with drivers.	3/5/2016 5:32 PM
24	Larger vehicles charged more, to discourage goods vehicles, which are particularly culprits in causing congestion. However, I would exempt public buses, and not exempt mini-buses.	3/5/2016 3:37 PM
25	Not applicable	3/5/2016 1:55 PM
26	Pricing only for private cars.	3/5/2016 11:44 AM
27	No ERP for me.	3/4/2016 11:54 PM
28	Charging based on vehicle capacity. Concessions for residents in the charging area (or immediately adjacent areas that have to use those routes) should be made	3/4/2016 10:03 PM
29	Differential based on vehicle size	3/4/2016 5:10 PM
30	based on carrying capacities	3/4/2016 5:07 PM
31	Unified	3/4/2016 11:40 AM
32	By the car size, bigger more expensive	3/4/2016 10:53 AM
33	If the objective is to reduce the number of cars, charges should be the same across the board. Public transport should not be charged. Maybe lorries should be charged more.	3/4/2016 10:38 AM
34	Unified charge for all vehicles	3/4/2016 10:04 AM
35	Vehicle size should be considered	3/4/2016 8:26 AM
36	Commercial goods vehicles should be charged more. Buses and taxis should be charged less.	3/4/2016 7:40 AM
37	Unified charge per vehicle	3/4/2016 6:18 AM
38	Charge should depend on the horsepower of the vehicle, just like vehicle license fees.	3/4/2016 3:01 AM
39	根據車輛的載客量收取不同費用	3/4/2016 1:34 AM
40	I prefer differential charges based on a vehicle's carrying capacity	3/3/2016 10:50 PM
41	Only private cars should be charged.	3/3/2016 10:36 PM
42	Differential charges based on vehicle sizes.	3/3/2016 10:34 PM
43	Based on vehicle size (number of axles, or weight)	3/3/2016 10:09 PM
44	Vehicle carrying capacity - too many minivans on road!	3/3/2016 10:04 PM
45	Differential charging based on size.	3/3/2016 9:16 PM
46	I prefer unified charging.	3/3/2016 9:07 PM
47	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)	3/3/2016 9:05 PM
48	More for larger size, but public transportation vehicles should be excluded	3/3/2016 8:54 PM

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49	A ERP scheme is never going to be equitable. One car, irrespective of size is one car. Carrying capacity? The typical Alphard is going to be carrying no more than the boss, his wife and the driver. In my opinion, carrying capacity anywhere between 2-10 is equally offensive. Any carrying capacity above 10 is likely to be a publicly used minibus/ shuttle bus or double deckers. The latter types of vehicles are shared and ought to enjoy a discount if not free.	3/3/2016 8:14 PM
50	Cut the drivers legs off	3/3/2016 7:57 PM
51	Unified	3/3/2016 7:56 PM
52	unified charge	3/3/2016 7:52 PM
53	This scheme is not the best way to achieve the aim, which should be to reduce the number of private cars on the roads. The better way would be to double/triple the taxes on private cars. The tax could be modulated based on car emissions; so, 0 emissions would pay maybe 50% tax premium, while a highly emitting vehicle would pay triple	3/3/2016 7:50 PM
54	I prefer a unified charge for all vehicles.	3/3/2016 6:42 PM
55	only charges private cars. and it is based on the first registration tax of the vehicle.	3/3/2016 6:42 PM
56	Larger vehicles charged more	3/3/2016 6:36 PM
57	A differential approach. Larger vehicles, often with older mechanisms, and greater loads should be charged in accordance with their size and emissions.	3/3/2016 6:35 PM
58	Public transport should have a lower charge. All private vehicles should be charged the same, except delivery vehicles (commercial license).	3/3/2016 6:27 PM
59	yes on model	3/3/2016 5:38 PM
60	diferential	3/3/2016 5:37 PM
61	It should be charged based on how much pollution is emitted by each vehicle.	3/3/2016 5:30 PM
62	Differential charges ... the larger the vehicle the more the charge!	3/3/2016 5:24 PM
63	differential charges based on costs of vehicle plus actual number of passengers riding in the vehicle (one passenger is charged more than two)	3/3/2016 4:58 PM
64	Do not support ERP	3/3/2016 4:45 PM
65	vehicle size	3/3/2016 4:33 PM
66	Ref to Tunnel Fee	3/3/2016 4:22 PM
67	Goods and delivery vehicles and taxis should be exempt. Larger vehicles should pay more	3/3/2016 4:11 PM
68	Public transport vehicles should be exempt - this importantly includes taxis. Vehicles without off-road parking should require authorisation. Vehicles WITH off-road parking should be exempt.	3/3/2016 4:07 PM
69	Impose vehicle classes and charge more polluting vehicles more. Exempt EVs until such time as these are the majority vehicle. Exempt all forms of public transport including Uber and similar. Impose punitive charges on congestion-causing bad parking practices - especially by blue trucks and taxis.	3/3/2016 4:03 PM
70	Based on noise pollution & vehicle emissions.	3/3/2016 3:43 PM
71	both are not preferred. I suggest ascending charges based on a vehicle's carrying capacity (i.e. vehicles with HIGHER carrying capacities to be charged at HIGHER levels)	3/3/2016 3:31 PM
72	Large vehicle charge more but more capacity charge less.	3/3/2016 3:28 PM
73	Different charges is fairer	3/3/2016 3:16 PM
74	Higher carrying capacity to be charged less	3/3/2016 3:16 PM
75	根據車輛的種類，如屬大眾運輸的交通工具如巴士小巴，都應豁免收費。另外，可根據私人車輛劃一收費。	3/3/2016 3:08 PM
76	ERP should not be introduced at all	3/3/2016 3:07 PM
77	可採用混合模式，既根據車輛大小(即佔用路面面積大小)，亦根據載客量收取不同費用	3/3/2016 3:01 PM
78	Keep it simple - one charge. Vehicles with higher carrying capacity often only has one person in them	3/3/2016 2:09 PM
79	No approach as most of the core Central congestion is caused by drivers going round and round in circles waiting for their employers. Price will not change this.	3/3/2016 2:05 PM
80	yes	3/3/2016 1:53 PM

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81	不如想想怎樣令那些停車等候的車輛不再罔顧交通地停下等候，例如停車等候超過三分鐘便定額罰款。	3/3/2016 1:50 PM
82	Based on contribution to pollution	3/3/2016 1:44 PM
83	Unified charge. Make it hurt. HOV vehicles usually only have one person in them anyway.	3/3/2016 1:35 PM
84	Differential. With a preference for public transport to be excluded from charging	3/3/2016 1:28 PM
85	Differential charges to target "fat cat" personalized Alphard type and chauffeured limos without affecting genuine users such as apartment block buses.	3/3/2016 1:13 PM
86	Unified charge	3/3/2016 1:07 PM
87	載客量	3/3/2016 12:38 PM
88	Differential charges based on vehicle sizes (i.e. larger vehicles to be charged more).	3/3/2016 12:32 PM
89	Differential charges. Delivery trucks buses etc and disabled vehicles, motorbikes all need to be charged differently	3/3/2016 12:26 PM
90	Unified charge	3/3/2016 12:20 PM
91	Unified but exemptions or concessions for bona fide deliveries	3/3/2016 12:17 PM
92	No - same charge for private cars.	3/3/2016 12:13 PM
93	charges based on vehicles carrying capacity.Buses and minibuses should be exempt.	3/3/2016 12:13 PM
94	capacity	3/3/2016 12:05 PM
95	All vehicles should pay, but not electric or motorcycles.	3/3/2016 12:02 PM
96	Differential charges based on both vehicle size and vehicle carrying capacity.	3/3/2016 11:53 AM
97	Based on vehicle sizes. I see so many luxury vans that are empty while the chauffeurs are waiting for their charges! Those car owners should be penalized.	3/3/2016 11:44 AM
98	vehicles carrying higher capacities at lower levels	3/3/2016 11:41 AM
99	Engine displacement for passenger vehicles, larger engine = higher price. lower or no charges for commercial vehicles (light goods, etc).	3/3/2016 11:36 AM
100	A unified charge for all vehicles.	3/3/2016 11:28 AM
101	Vehicles carrying more PASSENGERS as part of a public transport service should be charged LESS. Other than that, I favor differential charges based on vehicle size.	3/3/2016 11:19 AM
102	based on carrying capacity	3/3/2016 11:15 AM
103	Charging should be based primarily on impact to the road system, but also based on pollution from the vehicle (concessions for low-polluting vehicles as per other countries with such schemes).	3/3/2016 11:14 AM
104	Vehicles with higher carrying capacities like Alphards generally only have one passenger (plus driver) so they should not be encouraged, occupancy rather than capacity would be better. However, I think a unified charge is best.	3/3/2016 11:13 AM
105	Fully electric vehicles should be exempt. This would encourage less pollution in the Central area. Exemptions for taxis should also only apply to fully electric taxis too.	3/3/2016 11:11 AM
106	Differential charges based on a vehicles's carrying capacity	3/3/2016 11:06 AM
107	應採用所有車輛劃一收費, 亦要係一個高的收費	3/3/2016 11:04 AM
108	I agree with the the scheme of charges based on a vehicle's carrying capacity	3/3/2016 11:00 AM
109	Larger vehicles to be charged more. It is dangerous to charge less for higher capacity vehicles, as it may lead people to buy larger vehicles for the purpose of paying less charges.	3/3/2016 10:56 AM
110	None	3/3/2016 10:48 AM
111	unified charge for all vehicles, otherwise administration cost is too high and not easy to justified.	3/3/2016 10:46 AM
112	public vehicles to be exempted, goods and trucks charge , with private large capacity passenger vehicles maximum	3/3/2016 10:45 AM
113	Differential charge based on vehicle size, excluding public transport.	3/3/2016 10:39 AM
114	public transport with priority more charges on private use cars	3/3/2016 10:28 AM
115	No charging	3/3/2016 10:26 AM
116	Charge should depend on how much space a vehicle occupies	3/3/2016 10:23 AM

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117	No charge for electric buses and trams. Delivery vehicles and construction should have time limitations. Buses could be charged less but quotas on numbers allowed .private cars should pay more and enforcement of loitering should be strict.	3/3/2016 10:21 AM
118	To base on size.	3/3/2016 10:17 AM
119	不應該中區電子道路收費	3/3/2016 10:13 AM
120	Unified otherwise empty buses (with large carrying capacity) will not be discouraged from driving to Central at peak times. If a differential charge is applied, there would need to be system to ensure large capacity vehicles have more than one person in the vehicle.	3/3/2016 10:02 AM
121	Differential charging for higher carrying capacities will encourage use of higher capacity vehicles rather than single occupancy. Franchise buses & taxis should be free (but not private buses) to encourage their use.	3/3/2016 10:01 AM
122	Additional Charges for Commercial vehicles. Exemption for electric vehicles.	3/3/2016 9:50 AM
123	Pricing should be done by carrying capacity, by function of the vehicle (private/company vehicles), and by emission, with vehicles with higher emissions paying higher charges.	3/3/2016 9:49 AM
124	Unregulated delivery vehicles and delivery times is a major problem. The government should impose mandated delivery times. IE Deliveries can only be made during specified hours. Delivery vehicles should be charged MORE. They take up more road space, more parking space and cause more obstructions to traffic. The Hong Kong government should legislate based on the well-being of its entire population, not just business.	3/3/2016 9:47 AM
125	Differential. Trucks and buses cause a lot worse traffic jams.	3/3/2016 9:47 AM
126	Commercial Vehicles (HGVs, Buses) should be waived, while Private Cars should be charged the most.	3/3/2016 9:42 AM
127	Larger vehicles to be charged more. Encourage smaller 5 seater cars over SUV! Encourage 16 seater private buses over giant private buses!	3/3/2016 9:40 AM
128	It should be a unified charge.	3/3/2016 9:39 AM
129	Carrying capacity makes sense	3/3/2016 9:33 AM
130	I would prefer a unified pricing scheme with reductions for lorries that meet strict environmental criteria. It's time to get the stinkers off HK's roads.	3/3/2016 9:28 AM
131	private limousines must pay the most	3/3/2016 9:24 AM
132	私家車 要收費	3/3/2016 9:23 AM
133	Large vehicles should pay more. Our street is jammed with tourist coaches ferrying chinese tourists. One coach is as long as two cars. This is another harm the chinese have brought to Hong Kong. A lot of problems are actually caused by chinese. They should pay and pay heavily to discourage them from coming. I am sick of them.	3/3/2016 9:22 AM
134	differential charges based on vehicle sizes; encourages use of smaller cars	3/3/2016 9:22 AM
135	unified charge, fair to all vehicles.	3/3/2016 9:17 AM
136	vehicle size	3/3/2016 9:10 AM
137	different charges based on a vehicle's carrying capacity	3/3/2016 9:07 AM
138	unified charge	3/3/2016 9:04 AM
139	Trucks should be charged the most as they stop for deliveries and block the traffic.	3/3/2016 9:04 AM
140	It would be nice to charge vehicles with carrying more people less and vehicles with empty seats charging more. But I guess that is difficult to implement.	3/3/2016 9:02 AM
141	Unified charges. As many large capacity vehicles still have only one person in them.	3/3/2016 9:02 AM
142	Differential based on size, capacity and emissions.	3/3/2016 9:01 AM
143	Taxis and buses should be free. Larger trucks charged more to encourage them to pass though/deliver later.	3/3/2016 8:52 AM
144	Unified	3/3/2016 8:48 AM
145	Larger vehicles should be charged more.	3/3/2016 8:44 AM
146	If the ERP was to be implemented, public transport should not be charged. The fare should be tied to environmental efforts to reduce carbon emissions; therefore vehicles emitting less CO2 should pay a smaller fee.	3/3/2016 8:41 AM
147	differential charges	3/3/2016 8:28 AM

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148	Differentiate on vehicle class, SUV & 7seaters pay maximum.	3/3/2016 8:21 AM
149	Differential charges are the smartest approach, the more Passenger it can carry, or the less space it occupies, the lower the pricing should be.	3/3/2016 8:17 AM
150	Larger vehicles charged more.	3/3/2016 8:03 AM
151	Charges should be based on size.	3/3/2016 7:47 AM
152	differential charges based on axel size	3/3/2016 7:43 AM
153	車輛種類分別收不同費用	3/3/2016 7:24 AM
154	motorbikes free	3/3/2016 7:22 AM
155	Charges should be based on vehicle size. A reduction or capacity could be a problem as much of the congestion now is caused by minivans used a chauffeured cars. .	3/3/2016 7:20 AM
156	Based on vehicle size.	3/3/2016 7:18 AM
157	Size of car	3/3/2016 7:13 AM
158	同上	3/3/2016 7:08 AM
159	Public buses could be charged at a lower rate.	3/3/2016 6:50 AM
160	No scheme at all	3/3/2016 6:44 AM
161	a	3/3/2016 6:32 AM
162	differential charges based on vehicle sizes	3/3/2016 6:20 AM
163	Unified charge	3/3/2016 5:56 AM
164	Unified charge	3/3/2016 5:56 AM
165	Unified	3/3/2016 5:35 AM
166	Larger vehicles should be charged more	3/3/2016 4:51 AM
167	A unified charge	3/3/2016 4:46 AM
168	Differential charges based on combination of vehicle size and usage i.e. delivery vehicles should be charged less than private cars.	3/3/2016 4:19 AM
169	反對	3/3/2016 4:17 AM
170	Differential charges based on vehicle sizes. However, multiple-capacity vehicles such as licenced shuttlebuses should be treated more favourably.	3/3/2016 2:28 AM
171	Public transportation should not be charged otherwise they will pass on the cost to users, which is counter productive if you want to encourage use of public transportation. Goods deliveries should be charged but they should be given "free periods" to encourage deliveries outside of peak hours. All other vehicles - especially the wealthy ones, charge them the most! However, how do you focus on wealthy road users? They are the culprits and cause of the congestion. But they can afford the additional cost! So what is actually required is more enforcement action to penalise these "congesters". Perhaps measures should be taken to deduct points from these persons as well for repeat offending. As an aside, measures should be taken to register a "person" as an owner of a vehicle (not an entity), since the wealthy usually use legal entities to own vehicles so that they can avoid fines.	3/3/2016 2:19 AM
172	High charge for all vehicles except public transport and delivery vehicles at specified times	3/3/2016 2:02 AM
173	Charge for vehicle size. It is ridiculous to see the number of seven-seater cars in Central, usually with no more than one or two people. Drivers should be encouraged to use smaller, and cleaner vehicles.	3/3/2016 1:21 AM
174	unified charge for all vehicles but with exemptions	3/2/2016 11:42 PM
175	I think private car should pay the highest cost	3/2/2016 11:34 PM
176	Charged on miles pr liter for the car, that way the electric cars is favored.	3/2/2016 10:51 PM
177	Differential charges based on carry capacity.	3/2/2016 10:08 PM
178	反對設立收費計劃，交通問題不能用收費先導計劃解決	3/2/2016 10:05 PM
179	Keep it simple; the system would be unable to identify number of passengers so go by Reg No/vehicle type	3/2/2016 10:00 PM
180	完全不同意電子道路收費計劃。	3/2/2016 8:49 PM

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181	Differential based on weight of vehicle - electric vehicle excluded	3/2/2016 8:38 PM
182	Differential charges based on size.	3/2/2016 8:36 PM
183	Differential charges based on vehicle sizes and emissions standards	3/2/2016 7:57 PM
184	Unified charge	3/2/2016 7:49 PM
185	Unified charge	3/2/2016 7:39 PM
186	Truck and private act should have different charging scheme. For truck, it should be depends on size, while private car should depends on number of people inside the car. If only depends on carrying capacity but not looking into how many persons actually inside, this charging mechanism is not fair enough	3/2/2016 7:21 PM
187	根據車輛大小較為可取	3/2/2016 6:52 PM
188	public transport - free Commercial vehicle - minimal and classed by physical size private cars and van - high charging (as they are luxurious form of transportation)	3/2/2016 6:07 PM

Q11 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)?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?

Answered: 180 Skipped: 195

#	Responses	Date
1	a) ~ 100 b) ~30-50	3/15/2016 6:01 PM
2	Price sensitivity will vary from person to person depending on their financial means. Very crudely, an ERP charge of \$250.00 per day or \$50.00 per pass (similar to the current Western Tunnel toll) may induce motorists to adjust their travel behaviour.	3/14/2016 2:02 PM
3	charging each time on charging point if it is to serve its purpose.	3/14/2016 12:36 PM
4	Disagree on ERP	3/13/2016 9:07 PM
5	HK\$100 per pass ..area charge is not good method	3/13/2016 7:23 PM
6	應按車輛類別收費。而且政府不應只著眼於收費多少，應致力解決問題，疏導矛盾。政府應為市民，不應詐取市民金錢	3/12/2016 4:34 PM
7	I disagree with a per-day area charge. I think a Singapore style modest charge per pass is the correct approach. This should be designed to MANAGE road use, not punish road use.	3/12/2016 3:24 PM
8	I think HK\$ 500 per day basis	3/10/2016 7:42 PM
9	If ERP is charged on every pass, drivers will be encouraged to park rather than circle around waiting to pick up their passengers	3/9/2016 7:35 PM
10	• I favour a cordon system with a charge per pass. • I do not know what level of fee is needed to change behaviour. It is important that the authority managing the scheme has the ability to frequently change fee levels as it seeks to meet traffic flow objectives.	3/9/2016 2:31 PM
11	Just off the top of my head (a) \$100 (b) \$25 Again, we need to make sure that this scheme, however we price, targets the worse offenders and the most "inefficient" vehicles, i.e. "big boss" cars with the driver waiting for their bosses and carrying only 1 or 2 passengers at a time	3/9/2016 2:09 PM
12	Actually no use	3/7/2016 11:47 PM
13	I don't drive so I am not sure over the range, but I would suggest (a)\$100, or equivalent to cost to park in the area for a day; for (b), around \$20?	3/7/2016 10:47 PM
14	Unclear question - \$ range??	3/7/2016 9:25 PM
15	No.	3/7/2016 3:29 PM
16	per pass	3/7/2016 10:43 AM
17	The charge should be per pass basis. Further, as noted in my answer to an earlier question, it should increase exponentially after the first, say, 5 passes. The authority managing the scheme should have the power to change the charge rate in order to meet the congestion objectives it is set. (NB: We do not want to be stuck with a position similar to the Central Cross Harbour tunnel where the authorities seem incapable of raising the charge to reduce congestion.)	3/6/2016 11:58 PM
18	Choice B would be better	3/6/2016 6:14 PM
19	No strong views on most effective approach.	3/6/2016 5:01 PM

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20	不需要討論	3/6/2016 4:45 PM
21	Per Pass Basis	3/6/2016 6:17 AM
22	per pass basis	3/5/2016 7:39 PM
23	depends on how many ERP charging points there are.	3/5/2016 6:09 PM
24	I don't have an answer for this question	3/5/2016 5:32 PM
25	no view.	3/5/2016 3:37 PM
26	Charge per day	3/5/2016 3:09 PM
27	Not applicable	3/5/2016 1:55 PM
28	As stated. Increase the charge on a daily basis for a month. \$50,\$100,150 etc.	3/5/2016 11:44 AM
29	No ERP for me.	3/4/2016 11:54 PM
30	No	3/4/2016 10:03 PM
31	per pass	3/4/2016 5:10 PM
32	ERP charge is levied on a per pass basis	3/4/2016 5:07 PM
33	Per day basis, low charge so as not to discriminate against lower income, \$5 per day max	3/4/2016 11:40 AM
34	Daily	3/4/2016 10:53 AM
35	Biggest behaviour change will result from charging at every charging point, but administratively may be easier to charge per day.	3/4/2016 10:38 AM
36	To be levied on a per pass basis	3/4/2016 10:04 AM
37	A daily pass is a good idea	3/4/2016 8:26 AM
38	I think \$50 per cordon pass per hour.	3/4/2016 7:40 AM
39	Per pass basis.	3/4/2016 6:18 AM
40	Think per distance travelled would be best.	3/4/2016 3:01 AM
41	每次駛經收費	3/4/2016 1:34 AM
42	Quota based approach (frequency)	3/3/2016 10:50 PM
43	ERP charge is levied on a per pass basis.	3/3/2016 10:36 PM
44	b	3/3/2016 10:34 PM
45	Should be \$88 at every charging point. Per day charge is a BAD idea, since the worst offenders will consider it a fixed part of overhead.	3/3/2016 10:09 PM
46	No	3/3/2016 10:04 PM
47	Per day charge.	3/3/2016 9:16 PM
48	Per pass basis is better	3/3/2016 9:07 PM
49	按每次駛經收費	3/3/2016 9:05 PM
50	Per pass	3/3/2016 8:54 PM
51	We need a system to discourage vehicles entering and loitering in a ERP zone. Neither the per day or per pass would discourage loitering. There should be a time element included, such as what taxis have for being stuck in traffic.	3/3/2016 8:14 PM
52	Hang them and then shoot them	3/3/2016 7:57 PM
53	b)	3/3/2016 7:56 PM
54	per pass charging - 20 to 50 \$ depending on the time of day. more at congested times	3/3/2016 7:52 PM
55	as per above, zone levy is not the most cost/result efficient way of dealing with this problem	3/3/2016 7:50 PM
56	A quarter of the charge for illegal parking on a per day basis.	3/3/2016 6:42 PM
57	ERP charge is levied on a per pass basis. Personally, I still believe that ERP will affect the poor. while it is the rich that drives and cause congestion in Hong Kong.	3/3/2016 6:42 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

58	HK\$55 per hour seems fair to me, if this is designed to regulate and reduce vehicle usage in the target regions.	3/3/2016 6:35 PM
59	b) per pass	3/3/2016 6:27 PM
60	B passing	3/3/2016 5:38 PM
61	Per pass basis is more fair.	3/3/2016 5:30 PM
62	Per pass charging, so a second entry during the charging period doubles the base charge, and a third quadruples it, etc.	3/3/2016 5:24 PM
63	per pass	3/3/2016 4:58 PM
64	per pass basis.	3/3/2016 4:33 PM
65	Per visit/pass	3/3/2016 4:22 PM
66	Per day	3/3/2016 4:11 PM
67	Stop implying that "levying money for the government or an authorised operator of the scheme" is the best manner to regulate traffic - it isn't. Put the entry cost at \$100,000 per event will have "some" effect but the market won't decide this. The government has to make sensible provisions for ALL its citizens, not just the wealthy and privileged. Have you not learned anything from the disenfranchisement displayed in Hong Kong over the past 2-3 years?	3/3/2016 4:07 PM
68	Increase the charge exponentially for luxury car owners when they are considered to have repeatedly ignored the rules. How many times does one see a Bugatti or Maserati illegally parked? I think this would not be the case if, following several offences *each repeat offence saw the fine doubled*	3/3/2016 4:03 PM
69	I think the effect would be better and more educational on a per pass basis. The per day basis will not alleviate any traffic, as just a extra cost of driving and rush hour will remain as is but hit those less affluent harder. There should not be any toll booths, this must be solved electronically.	3/3/2016 3:43 PM
70	(a) only charge as high as possible can be effective i.e. over \$200 (b) higher charge to west crossharbour tunnel fee.	3/3/2016 3:31 PM
71	Per pass	3/3/2016 3:28 PM
72	No	3/3/2016 3:16 PM
73	Levied on a per pass basis	3/3/2016 3:16 PM
74	這牽涉到被收費的車輪種類。	3/3/2016 3:08 PM
75	ERP should not be introduced at all	3/3/2016 3:07 PM
76	乙，同時參考「哥德堡計劃」及「新加坡計劃」	3/3/2016 3:01 PM
77	It needs to be high enough to introduce change (note current low cost of parking fines doesn't impact behaviour)	3/3/2016 2:09 PM
78	Neither it will not work	3/3/2016 2:05 PM
79	b) better and Larger trucks and commercial vehicles restricted during the day	3/3/2016 1:53 PM
80	不如想下怎樣治標啦，香港實在太細，道路嘅設計有時要兜圈才能到目的地，所以就算唔想，都可能需要進入你嘅收費範圍，才能到目的地。所以好多時都出現“唔公平”嘅存在。	3/3/2016 1:50 PM
81	charge per point not per day	3/3/2016 1:44 PM
82	Both. But if I was forced to choose I would say (b) per pass, and try to maximise charges.	3/3/2016 1:35 PM
83	A per pass basis.	3/3/2016 1:28 PM
84	Chose the best method as deterrent .	3/3/2016 1:13 PM
85	按鐘收費，由進入至離開，如停車場。	3/3/2016 12:38 PM
86	Charge by the hour so it is too expensive for people to park all over Central like they are currently doing.	3/3/2016 12:26 PM
87	HK\$30 per entry within a 2-hour period	3/3/2016 12:20 PM
88	Per day	3/3/2016 12:17 PM
89	Per pass basis, to discourage people from using cars at peak hours. Otherwise most private cars will just pay the daily rate and there will be no change to traffic.	3/3/2016 12:13 PM
90	b) per pass basis.	3/3/2016 12:13 PM
91	per basis	3/3/2016 12:05 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

92	\$50 per two axle vehicles, then \$20 for each axle.	3/3/2016 12:02 PM
93	ERP charge should be levied on a per pass basis because if it is levied on a per day basis it will be treated in a similar manner to a fixed parking fee. It will not discourage motorists sufficiently.	3/3/2016 11:53 AM
94	I don't understand this question :(3/3/2016 11:44 AM
95	no specific suggestion but it should be at a level that will actually make people concerned think about the choices of how to get to the areas covered. If the charge is too low then it will only be a nuisance if too high then there is a risk of resistance. a probable approach would be to make it more expensive than riding public transport.	3/3/2016 11:41 AM
96	Per pass.	3/3/2016 11:36 AM
97	Only when it is the latter will motorists (even the riches) think twice about the necessity of driving to those areas. Having said that, the drivers may just hang around the areas to wait for their bosses if the police continue to tolerate them.	3/3/2016 11:28 AM
98	No views on this.	3/3/2016 11:19 AM
99	definitely B - per pass basis and time-based since chauffeur driven cars are culprits in clogging roads during the day -- self-driven cars would be parked - they are not the problem.	3/3/2016 11:15 AM
100	No preference, as depends on the technical implementation.	3/3/2016 11:14 AM
101	a) HKD 120? b) HKD 60?	3/3/2016 11:13 AM
102	Maybe HKD20 per pass?	3/3/2016 11:11 AM
103	Chaging at each and every charging point	3/3/2016 11:06 AM
104	按每次駛經收費	3/3/2016 11:04 AM
105	I think ERP charge levied on a per pass basis would change the driver's behavior	3/3/2016 11:00 AM
106	Per pass basis. At least 10 HKD per pass.	3/3/2016 10:56 AM
107	None	3/3/2016 10:48 AM
108	(b) ERP charge is levied on a per pass basis (charging at each and every charging point)?	3/3/2016 10:46 AM
109	per pass basis	3/3/2016 10:45 AM
110	I would think per pass basis is appropriate to stop vehicles continually driving around the block whilst waiting to pick up passengers.	3/3/2016 10:39 AM
111	per pass basis	3/3/2016 10:28 AM
112	No to the entire scheme	3/3/2016 10:26 AM
113	B is better.	3/3/2016 10:21 AM
114	Per pass basis.	3/3/2016 10:17 AM
115	不應該中區電子道路收費	3/3/2016 10:13 AM
116	If the fee is priced at a level higher than the harbor tunnel fees, then I expect driver will be discouraged. I would think a per pass basis during peak times at a rate that exceeds say the Western Tunnel rate would be a deter drivers. I would think a day pass fee would not deter drivers to stay away from Central during peak times since they have no choice but to pay the fee if they need to be in Central at any time during the day. I believe a per pass charge during peak times will be more effective.	3/3/2016 10:02 AM
117	Making it a 1-off fixed charge, as long as it is sufficient to make people think (e.g. \$200 per day) would be more appriate for discouraging private car use. Business users can ammortise this over their days work.	3/3/2016 10:01 AM
118	a) \$50 b) \$50	3/3/2016 9:50 AM
119	While I rather not comment on the exact charges that would be effective, I think that road pricing should be done on a per-pass basis, that is, charging at every charging point.	3/3/2016 9:49 AM
120	Many cities have specific days when traffic is strictly limited in certain areas, eg historic city centres in Europe. Hong Kong should consider this.	3/3/2016 9:47 AM
121	The ERP charge will be much more effective if it is on a per-pass basis, and it should be something like HK\$50 or no one will pay attention to it.	3/3/2016 9:47 AM
122	ERP per pass is better. As someone may only need to pick someone up in the CBD, they only have to pay a small charge. The only exception is Francished Buses, as they need to pass through the gantries multiple times.	3/3/2016 9:42 AM

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123	HKD 10 per pass or HKD 30 per day would start being effective. If taxis are exempted, they would become a more attractive alternative.	3/3/2016 9:40 AM
124	1) per day basis of \$150 HK would be a discouragement for most drivers. 2) per pass should be \$40 per charging point.	3/3/2016 9:39 AM
125	Charge based on time in the cordoned streets that increasing expo exponentially to encourage drivers to pass through as efficiently as possible. Once a vehicle enters the cordoned streets the clock starts ticking once they get off the street eg into a parking lot or exit the area the charge stops. Waiting buses, cars and unloading trucks turn queens road central into a one lane road. When you have 5 lanes of traffic coming from Hennessy rd and queens rd east as well as cotton tree drive and garden rd you potentially have 7+ lanes of traffic merging into 1 lane. Encourage people to keep queens rd central as a 3 lane road by Charing people for staying in that area	3/3/2016 9:33 AM
126	No I don't personally, but I bet the present usage levels for tunnels give an indication the government could use.	3/3/2016 9:28 AM
127	should be difficult and troublesome for the drivers and for the owners - we have a lot of driver driven cars specially in Central - they don't care how much and how to pay - how do we stop them?	3/3/2016 9:24 AM
128	星期一至六收費，星期日及公眾假期免費	3/3/2016 9:23 AM
129	no suggestions	3/3/2016 9:22 AM
130	Day basis, so people can adjust to getting public transport	3/3/2016 9:17 AM
131	per pass	3/3/2016 9:10 AM
132	(b)	3/3/2016 9:07 AM
133	The charge should be a deterrent. Western Tunnel at HKD 45 is not used much compared to Cross Harbour at HKD 15. The charge should be at least HKD per pass or HKD 150 for the day for multiple passes over 3	3/3/2016 9:04 AM
134	I don't know	3/3/2016 9:02 AM
135	\$50 for the zone and \$10 on a per pass basis	3/3/2016 9:02 AM
136	Entry and time on the road within the charging area.	3/3/2016 9:01 AM
137	Just follow the UK or Singapore. Sell a pass. and those without passes who enter can call up and pay on a daily basis	3/3/2016 8:52 AM
138	No	3/3/2016 8:48 AM
139	If motorists can afford a car, they can afford to pay. I think the ERP charge should be somewhere in the range of \$10-20 HKD per pass or \$50-100 HKD per day.	3/3/2016 8:44 AM
140	per pass basis	3/3/2016 8:28 AM
141	Per pass to catch those that patrol endlessly waiting for their employers.	3/3/2016 8:21 AM
142	100HKD per day, 50 HKD per pass could change their behaviour.	3/3/2016 8:17 AM
143	Daily basis	3/3/2016 8:03 AM
144	On a per day basis.	3/3/2016 7:47 AM
145	per pass basis	3/3/2016 7:43 AM
146	按次及有時限，如同入咪錶	3/3/2016 7:24 AM
147	the more expensive the vehicle the higher the charge small cars pay less motorbikes are free	3/3/2016 7:22 AM
148	It should be a per pass basis but HK can look to other cities experience.	3/3/2016 7:20 AM
149	Should be charged on a per pass basis according to time of day.	3/3/2016 7:18 AM
150	Time spent in the zone and without putting car in car park. Scheme has to link to car parks in the zone electronically	3/3/2016 7:13 AM
151	同上	3/3/2016 7:08 AM
152	Not really. maybe \$50	3/3/2016 6:50 AM
153	Charges do not solve the problem.	3/3/2016 6:44 AM
154	no	3/3/2016 6:32 AM
155	per pass	3/3/2016 6:20 AM
156	No views	3/3/2016 5:56 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

157	Per pass	3/3/2016 5:56 AM
158	100hkd per day	3/3/2016 5:35 AM
159	Per pass basis. \$10 per pass	3/3/2016 4:51 AM
160	per day otherwise people will get their drivers to circumnavigate central to avoid the charging points!	3/3/2016 4:46 AM
161	No, but I would favour a "per pass" basis	3/3/2016 4:19 AM
162	1415 億元	3/3/2016 4:17 AM
163	(a) Per day basis: This should be at least HK\$500 as anyone who can afford a car that costs around HK\$400,000++ (which figure represents the vast majority of the vehicles that I see in Central everyday) should be able to pay HK\$500/day if they really want to use it and cause congestion and on-street pollution (b) Per-pass basis, HK\$180 per entry as realistically there is no reason why anyone would need to enter and leave Central more than 2-3 times a day unless their private driver is circling round and round to avoid having to pay parking fees (in which case they should pay for clogging the roads).	3/3/2016 2:28 AM
164	The wealthy are the main culprits. How do you charge so that they change their driving habits?? Actually, probably parking and waiting habits!! At the same time, you cannot make it overly onerous for the average person otherwise driving becomes a luxury for thr wealthy only that will polarise society. Get the police to stop being lazy and regularly enforce the law - especially against wealthy vehicle owners! Too often have I seen police officers ticket "grass roots" drivers but they make a conscious effort to avoid vehicles that appear to be owned by "connected" persons. I wonder why....	3/3/2016 2:19 AM
165	no	3/3/2016 2:02 AM
166	No.	3/3/2016 1:21 AM
167	no	3/2/2016 11:42 PM
168	If only charged or day charge will be too low, and ppl will not care about that small money. It will be same as low parking fines ppl don't care. It cost 1500hkd to litter but only 500 to park illegal.	3/2/2016 10:51 PM
169	no suggestion	3/2/2016 10:08 PM
170	反對設立收費計劃，交通問題不能用收費先導計劃解決	3/2/2016 10:05 PM
171	just copy Singapore and get on with it!	3/2/2016 10:00 PM
172	完全不同意電子道路收費計劃。	3/2/2016 8:49 PM
173	Per pass basis	3/2/2016 8:38 PM
174	Charging per pass basis	3/2/2016 8:36 PM
175	Per pass basis	3/2/2016 7:57 PM
176	(b)	3/2/2016 7:49 PM
177	HK\$150	3/2/2016 7:39 PM
178	It has to be charged everytime going to the boundary.	3/2/2016 7:21 PM
179	乙	3/2/2016 6:52 PM
180	no comments	3/2/2016 6:07 PM

Q12 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? 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？

Answered: 188 Skipped: 187

#	Responses	Date
1	No	3/15/2016 6:02 PM
2	Apart from emergency vehicles, I cannot think of any other types of vehicle which could/should be given exemption/concessions from charging under the ERP Pilot Scheme.	3/14/2016 2:07 PM
3	excmptions to those who are in needs and they have to apply for that, e.g. those who are disabled.	3/14/2016 12:37 PM
4	No	3/13/2016 9:08 PM
5	No	3/13/2016 7:24 PM
6	除公共車輛外，所有車輛不應豁免	3/12/2016 4:59 PM
7	No, only emergency / police / fire / ambulance vehicles should be exempt. NO other vehicle (HK govt, consular, etc) exemptions should exist. A Residency discount should apply to those who live inside the boundary and those who live within a certain distance of the boundary	3/12/2016 3:29 PM
8	Apart from emergency vehicles and public transport, I would give no exemptions since it will only be abused.	3/10/2016 7:43 PM
9	No	3/9/2016 7:37 PM
10	• No. Even buses should be charged. This may provide an incentive for bus companies to try and run buses full. • Taxis should have DSRC technology enabled to allow them to charge their passengers twice the charges per pass they incur while the meter is running for the passenger.	3/9/2016 2:31 PM
11	Concession for delivery trucks/vans and motorcycles.	3/9/2016 2:11 PM
12	NA	3/7/2016 11:48 PM
13	I don't support exemption. If there has to be I would say small, electric vehicle for the principle here is to reduce pollution and a better walking environment, besides reducing number of traffic	3/7/2016 10:59 PM
14	Yes. All public transport. School buses, old people's home buses etc. Buses of apartment complexes. Possibly taxis or maybe do a reduced rate for taxis.	3/7/2016 9:26 PM
15	Taxi but only if they depart the are within 15 minutes of entering	3/7/2016 3:33 PM
16	no	3/7/2016 10:45 AM
17	Yes for buses, minibuses. Taxis should be able to charge their customers for twice the congestion charge incurred while they are hired. The charge should be based on road space used (including safe separation distance) so two-wheelers will pay less.	3/7/2016 12:04 AM
18	Franchised buses should be exempted from the plan	3/6/2016 6:15 PM
19	Some consideration for business use. Taxi drivers should not suffer; costs should be borne by operators/customers.	3/6/2016 5:05 PM
20	不需要討論	3/6/2016 4:46 PM
21	No	3/6/2016 6:22 AM
22	all public transport (bus, minibus, taxi) shuttle bus 穿梭巴士 is controversial.....	3/5/2016 7:41 PM

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23	Yes - concessions for electric/hybrid vehicles, perhaps for handicapped drivers, etc. EVs go free - everyone should get as far out of their way as possible (says someone who has been in the back of an Ambulance!)	3/5/2016 6:15 PM
24	specially designated transport for the handicapped	3/5/2016 5:36 PM
25	I support exempting trams and public buses, but not exempting mini-buses.	3/5/2016 3:39 PM
26	Electric vehicles should be free of charge because they produce no pollution	3/5/2016 3:10 PM
27	No vehicles of any kind should be charged for use of the roads	3/5/2016 1:57 PM
28	Public transport delivery vehicles between certain hours.	3/5/2016 11:48 AM
29	No ERP for me.	3/4/2016 11:55 PM
30	see previous comments re residents. Unfair to tax people continually just because they live somewhere	3/4/2016 10:06 PM
31	no. this will likely be abused.	3/4/2016 5:11 PM
32	no other cars should be exempted everyone should contribute to the pollution they made	3/4/2016 5:10 PM
33	No exceptions	3/4/2016 11:42 AM
34	No, in fact gov. car should need to pay too, some gov. car always park and wait at peak hour.	3/4/2016 10:58 AM
35	Concession for electric vehicles Exemption for people with disabilities who are too sick to travel by public transport (see London congestion charge exemptions)	3/4/2016 10:43 AM
36	Vehicles registered under disabled drivers and hospials / elderly centre etc.	3/4/2016 10:11 AM
37	Buses transporting disabled/elderly and school children could be exempt - because their occupants should not be charged as their journeys are unavoidable whereas the average car driver could take the MTR or a bus Electric vehicles (not hybrids)could be excluded	3/4/2016 8:29 AM
38	buses and trams should not be charged	3/4/2016 7:42 AM
39	Taxis carrying passengers with limited mobility should be exempt.	3/4/2016 6:21 AM
40	No, there should be no exemption.	3/4/2016 3:02 AM
41	public bus	3/4/2016 1:35 AM
42	Yes upon carrying capacity	3/3/2016 10:55 PM
43	Public vehicles should be exempted.	3/3/2016 10:38 PM
44	No	3/3/2016 10:38 PM
45	No exemptions.	3/3/2016 10:11 PM
46	Yes. Fire and ambulance	3/3/2016 10:06 PM
47	no there should be no exemptions	3/3/2016 9:18 PM
48	否	3/3/2016 9:11 PM
49	Someone like disabled should also be exempted	3/3/2016 9:09 PM
50	Public transportation vehicles to be exempted	3/3/2016 8:55 PM
51	Public buses definitely should be exempt. Hard to judge would be delivery vehicles.	3/3/2016 8:38 PM
52	Sai Kung is being ruined because of the HK government	3/3/2016 8:01 PM
53	Fully electric vehicles should be exempt! They do not create roadside emissions. Furthermore such exemption would further promote EV adoption.	3/3/2016 8:00 PM
54	exemptions for public transport buses and handicapped drivers	3/3/2016 7:54 PM
55	No	3/3/2016 7:50 PM
56	exemption / concession to vehicles other than emergency vehicles: all commercial vehicles.	3/3/2016 6:45 PM
57	No, I don't.	3/3/2016 6:42 PM
58	Those of disabled individuals, or those with limited mobility. Elderly individuals may be considered, if they are incapable of driving themselves. Public buses, which alleviate congestion with large carrying capacities should also be exempt.	3/3/2016 6:38 PM

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59	Public transport should be exempt	3/3/2016 6:37 PM
60	No	3/3/2016 5:39 PM
61	No	3/3/2016 5:38 PM
62	None.	3/3/2016 5:31 PM
63	Absolutely no exceptions!	3/3/2016 5:26 PM
64	vehicle carrying handicapped passengers or elderlies with walking difficulties	3/3/2016 5:01 PM
65	Disabled and drivers over 65	3/3/2016 4:48 PM
66	No exemption	3/3/2016 4:39 PM
67	exception/concession to public buses and emergency vehicle. NO concession/exemption to delivery vehicles and light vans.	3/3/2016 4:34 PM
68	Taxis, motorbikes, delivery vans(not large trucks) school buses,	3/3/2016 4:13 PM
69	Buses, taxis, residents vehicles.	3/3/2016 4:12 PM
70	All public transport. All EVs. All services like UBER etc.	3/3/2016 4:07 PM
71	If different emmission levels are taken into account this solves it for the business & private drivers. Emergency vehicles should certainly be exempt but counted, i.e. the system must electronically register. This will also give the departments the necessary evaluation parameters for congestion.	3/3/2016 3:46 PM
72	Yes. 1. cars and taxi which drive disabled person, providing medical evidence by doctor, into and leaving the area. 2. Trams	3/3/2016 3:35 PM
73	Police, fire engine and ambulance should be exempted.	3/3/2016 3:31 PM
74	Taxis because the charge would be passed on to the passenger. Reduced rate for vehicles registered to businesses in the area	3/3/2016 3:19 PM
75	Transport for the disabled	3/3/2016 3:18 PM
76	向以下車輛提供豁免/優惠: 1. 已登記只限接載傷殘人士車輛, 因可方便傷殘人士 2. 巴士/小巴等大型公共交通工具, 因可鼓勵公眾使用公共交通工具前往中區, 減少進入中區的其他車輛 (的士絕對不能豁免, 但可容許司機向乘客收取道路收費)	3/3/2016 3:16 PM
77	巴士、小巴、旅遊巴等大眾運輸工具	3/3/2016 3:15 PM
78	ERP should not be introduced at all	3/3/2016 3:08 PM
79	Only to public transport - buses, minibuses and trams!	3/3/2016 2:11 PM
80	No	3/3/2016 2:06 PM
81	no	3/3/2016 1:54 PM
82	不如用車牌識別, 每輛車每個月可以免費進入這些區域20次, 係免費的。	3/3/2016 1:50 PM
83	Non-polluting card charged less Tram and non-polluting buses should be allowed	3/3/2016 1:46 PM
84	No.	3/3/2016 1:40 PM
85	Public transport should be excluded.	3/3/2016 1:29 PM
86	Motorcycles etc.	3/3/2016 1:16 PM
87	Disabled	3/3/2016 1:07 PM
88	公共交通可獲豁免。可吸引部分人使用。	3/3/2016 12:40 PM
89	No.	3/3/2016 12:33 PM
90	Parking needs to be sorted out before the pilot scheme. If traffic is no better then run the pilot scheme	3/3/2016 12:27 PM
91	Exemption for valid disabled card holders	3/3/2016 12:23 PM
92	Bona fide deliveries if possible to police	3/3/2016 12:19 PM
93	Yes. Exemption to fire, police, ambulance, gas services. Exemption to public transportation including taxis.	3/3/2016 12:17 PM
94	yes, buses and mini buses only.	3/3/2016 12:15 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

95	NO	3/3/2016 12:06 PM
96	Electric and motorcycles.	3/3/2016 12:02 PM
97	Yes, concessions for taxis and public light buses in order to encourage the public to use public transport. A motorist will not give up his car if it costs the same to enter the Central District ERP on public transport.	3/3/2016 11:59 AM
98	No.	3/3/2016 11:49 AM
99	no exemptions	3/3/2016 11:44 AM
100	Vehicles that are essential to businesses in Central should be exempt, as should public transport including taxis. Light goods, taxis, minibuses, construction vehicles.	3/3/2016 11:41 AM
101	Only public transport vehicles and vehicles for the disabled.	3/3/2016 11:35 AM
102	Yes fully electric vehicles. This will encourage the greater adoption of EVs and eventually a cleaner environm	3/3/2016 11:25 AM
103	Comprehensive coverage is important. All vehicles other than emergency vehicles should be charged. Specifically, all GOVERNMENT vehicles should be charged. (Even if this smacks of left hand putting money into right hand, the charges will induce the various departments and agencies to take action to reduce vehicle trips through the charged area, and that is the desired outcome.)	3/3/2016 11:23 AM
104	no exemptions -- this is a congestion charge.	3/3/2016 11:16 AM
105	Taxis are exempt too I assume? They should be.	3/3/2016 11:15 AM
106	Yes. Low polluting vehicles should have concessions, similar to those offered in other countries with such schemes.	3/3/2016 11:14 AM
107	同意環保單車類型的車輛應獲豁免	3/3/2016 11:12 AM
108	Except emergency vehicles and no exemption provided. O	3/3/2016 11:08 AM
109	no	3/3/2016 11:05 AM
110	Electric vehicles	3/3/2016 10:58 AM
111	public transport and transportation for disables. They shouldn't be penalized by the ERP systems.	3/3/2016 10:51 AM
112	No	3/3/2016 10:50 AM
113	public exempted	3/3/2016 10:47 AM
114	Yes. Public transport vehicles should be exempted as they carry more passengers and by not paying ERP will not require the franchised buses to increase fares.	3/3/2016 10:41 AM
115	None other than emergency and road maintainence	3/3/2016 10:30 AM
116	public transportation - public interests	3/3/2016 10:30 AM
117	Electric taxis should be exempt.	3/3/2016 10:25 AM
118	No, except Govt. vehicles and franchased vehicles. However, taxis may deserve a separate consideration.	3/3/2016 10:25 AM
119	No exemptions	3/3/2016 10:24 AM
120	不應該中區電子道路收費	3/3/2016 10:14 AM
121	Rehabilitation buses, special needs passengers and buses for the elderly day care centres. Public buses, including mini buses.	3/3/2016 10:05 AM
122	Franchise (not private) buses, taxis and possible green minibuses (not red) on scheduled routes	3/3/2016 10:04 AM
123	Yes. Exemption for Electric Powered Vehicles - To encourage the adoption of non-polluting vehicles in Hong Kong in line with existing government policy	3/3/2016 9:53 AM
124	No exceptions should apply, other than to emergency vehicles.	3/3/2016 9:52 AM
125	There should also be an exemption for taxis and vans designed for wheelchairs.	3/3/2016 9:50 AM
126	Public buses. (NOT commercial/deliver vehicles. NOT tour buses.)	3/3/2016 9:49 AM
127	Buses, Commercial Vehicles, and Residents. These vehicles will have to inevitably pass through the ERP area multiple times a day, and will incur sky-high charges.	3/3/2016 9:47 AM
128	We could exempt taxis to encourage people to leave their cars at home.	3/3/2016 9:42 AM
129	No vehicles should be exempt except for emergency vehicles including taxis.	3/3/2016 9:41 AM

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130	Black audi's because I own one	3/3/2016 9:36 AM
131	I would propose a concession to delivery vehicles that have high environmental standards. I think it would be a good incentive for companies to upgrade polluting lorries to newer versions.	3/3/2016 9:35 AM
132	No exemption to avoid abuse of the concession. There are organizations registered as charity but they are not really charity. Same as some vehicles with disabled plates but a lot of times they are driven by abled body. There are definitely people cheating. To give exemption means giving them another channel to cheat.	3/3/2016 9:26 AM
133	disabled	3/3/2016 9:26 AM
134	Exemption only for disabled people who rely on the car since the MTR system is not very user friendly for disabled	3/3/2016 9:24 AM
135	Yes, public transport only.	3/3/2016 9:19 AM
136	No exemption please.	3/3/2016 9:10 AM
137	Yes, vehicles with disabled stickers. Disabled drivers may not be able to use public transport etc	3/3/2016 9:09 AM
138	Public Transport, Deliveries, Bikes, Motorbikes because we need public transport and delivery transport and because bikes and motorbikes are less a problem in traffic.	3/3/2016 9:06 AM
139	public transport: minibuses and large buses as this encourages people to use them and get out of their private cars	3/3/2016 9:06 AM
140	No exemption other than emergency vehicles, Buses should pay as well. Take the MTR is bus is too expensive	3/3/2016 9:06 AM
141	Public transport. But on a sliding scale. Empty busses should not benefit. Given the prevalent use of the octopus card to collect fares it should not be difficult to calibrate.	3/3/2016 9:04 AM
142	Possibly electric vehicles, akin to London	3/3/2016 9:03 AM
143	Taxis, buses, cars carrying disabled people	3/3/2016 8:55 AM
144	No	3/3/2016 8:50 AM
145	No, only emergency vehicles should be exempt.	3/3/2016 8:45 AM
146	Yes, public transport should be exempt to encourage members of the public to use this. Otherwise the cost of travelling on PT will increase, dissuading members of the public from using this. Also emergency services should be exempt.	3/3/2016 8:44 AM
147	Support exemption vehicles; owned by handicapped persons; all vehicles exempted should have full seating with passengers. Public transport buses should be exempted, also emergency vehicles. All other vehicles including electric cars should NOT be exempted. (i.e. rich people do not have unfair advantage being able to buy electric cars; an electric car is still pollution for generation of electric!)	3/3/2016 8:34 AM
148	Trams ! & all other Electric vehicles.	3/3/2016 8:23 AM
149	Yes, motorcycles and bicycles.those use the least space in a crowded city.	3/3/2016 8:20 AM
150	Buses, taxi, uber	3/3/2016 8:04 AM
151	NO, no, NO exceptions ONLY EMERGENCY vehicles.	3/3/2016 7:50 AM
152	No	3/3/2016 7:46 AM
153	no	3/3/2016 7:45 AM
154	不同意	3/3/2016 7:29 AM
155	motorbikes	3/3/2016 7:23 AM
156	Yes, but the list should be very narrowly drawn --vehicles for the handicapped, etc. There should be no exemption for government officials.	3/3/2016 7:22 AM
157	No.	3/3/2016 7:19 AM
158	No	3/3/2016 7:14 AM
159	反對任何形式電子道路收費！	3/3/2016 7:09 AM
160	Maybe buses - especially electric ones!	3/3/2016 6:51 AM
161	No charges at all.	3/3/2016 6:47 AM
162	no	3/3/2016 6:33 AM
163	No. Hong Kong people are notorious for exploiting loopholes.	3/3/2016 6:23 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

164	Disabled drivers' cars.	3/3/2016 5:59 AM
165	Taxis, buses, self driving vehicles	3/3/2016 5:58 AM
166	Yes. Public transport. Taxi. Light private bus. Any vehicle which will reduce the use of personal car.	3/3/2016 5:37 AM
167	Electric vehicles	3/3/2016 4:53 AM
168	Not really, except maybe those with disabilities so long as this is not abused.	3/3/2016 4:50 AM
169	Exemption, no, but as I said above recognition should be given by reduced tariffs for "commercial" e.g. delivery vehicles which have no alternative to being there compared with private vehicles which are there optionally. ??no charge for buses, PLBs and taxis?	3/3/2016 4:23 AM
170	全部豁免	3/3/2016 4:17 AM
171	Yes. Taxis should be given 30% off. Public buses, and private shuttlebuses should be given 50% concessions as they run on a fixed schedule and do not generally obstruct traffic. Motorcycles and bicycles should be fully exempted. Goods and other delivery vehicles can be given 50-75% exemptions if they deliver at off-peak hours, and possibly even full exemptions if they deliver between 9pm and 7am. Cars which are tagged as being registered to a disabled driver (disabled sticker?) should be fully exempted, as should taxis serving the disabled.	3/3/2016 2:29 AM
172	Public transport. If the goal is to encourage use of public transport, isn't this self explanatory?	3/3/2016 2:21 AM
173	delivery/freight at certain times and public transport. All other exemptions will be exploited by someone.	3/3/2016 2:04 AM
174	Drivers with registered disabilities should still be able to get in to Central. Concessions should also be made for taxis. It would be worth considering low-cost or free access to drivers of very small sub-compact cars such as the Smart Fortwo or Toyota IQ, since they take up little road space and are very low emission vehicles.	3/3/2016 1:34 AM
175	motorcycles, taxis. Continuing provision of taxis may encourage private car owners to not bother driving in. Motorbikes should just be exempt as a matter of principle.	3/2/2016 11:46 PM
176	Buses and minibuses as they are public transport	3/2/2016 11:35 PM
177	The vehicles that makes Hong Kong running, can be excepted. And private cars does do that.	3/2/2016 10:56 PM
178	Commercial vehicles could be exempt because the cost of entering the area is unavoidable in many situations.	3/2/2016 10:10 PM
179	反對設立收費計劃，交通問題不能用收費先導計劃解決	3/2/2016 10:06 PM
180	School bus and similar	3/2/2016 10:02 PM
181	完全不同意電子道路收費計劃。應禁止私家車在上午7時至凌晨12時，進入德輔道中。	3/2/2016 8:52 PM
182	Yes exclusion for electric vehicles	3/2/2016 8:40 PM
183	Delivery vehicles but delivery should be restricted to certain times.	3/2/2016 8:37 PM
184	Vehicle with disabled license	3/2/2016 7:54 PM
185	No	3/2/2016 7:40 PM
186	Disable	3/2/2016 7:23 PM
187	任何車輛都不可豁免 因為，減少空氣污染和道路阻塞	3/2/2016 6:55 PM
188	public transport should exempt from it	3/2/2016 6:09 PM

Q13 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? 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？

Answered: 176 Skipped: 199

#	Responses	Date
1	I would prefer the introduction of ANPR technology as this could be implemented more quickly than the installation of IVUs in potentially thousands of vehicles.	3/14/2016 2:07 PM
2	Don't know	3/13/2016 9:08 PM
3	DSRC is better	3/13/2016 7:24 PM
4	現時應暫緩計劃，政府應該先面對/承認問題，然後疏導，收費是最差手段	3/12/2016 4:59 PM
5	Autotoll is already VERY popular and incorporates both technologies. No point in excluding one or the other...	3/12/2016 3:29 PM
6	no views	3/10/2016 7:43 PM
7	ANPR	3/9/2016 7:37 PM
8	• Use DSRC as it probably more reliable in heavy traffic and provides drivers with a more instantaneous message of the ERP cost they are incurring.	3/9/2016 2:31 PM
9	IVU	3/9/2016 2:11 PM
10	DSRC	3/8/2016 3:26 PM
11	NA	3/7/2016 11:48 PM
12	ANPR technology would be more convenient for ad-hoc traveler who don't usually need to enter Central? Also, without the need to apply for an IVU first it would be more easily acceptable for the drivers	3/7/2016 10:59 PM
13	DSRC	3/7/2016 9:26 PM
14	ANPR, we already have too many machines in the car, autotoll, cross-border and auto cameras.	3/7/2016 3:33 PM
15	DSRC	3/7/2016 10:45 AM
16	DSRC is preferred. I believe it provides a more instantaneous transaction. This will allow taxis to charge users.	3/7/2016 12:04 AM
17	IVU	3/6/2016 8:31 PM
18	Nil	3/6/2016 6:15 PM

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19	ANPR seems the 'fairer' approach minimising impact on those charged, but I do not having any detailed understanding of the underlying cost implications.	3/6/2016 5:05 PM
20	不需要討論	3/6/2016 4:46 PM
21	Can't decide. Too little information be provided on the costs, time of implementation, etc. On the two methods.	3/6/2016 6:22 AM
22	自動車牌識別科技	3/5/2016 7:41 PM
23	number plate recognition seems more straightforward but may be more susceptible to abuse in which case IVU like Autotoll seems a good idea - but the smaller the better and preferably can utilise Autotoll or replace Autotoll IVUs. BTW, you need to explain the abbreviations better (e.g. IVU = in-vehicle unit, right? What's DSRC or ANPR?!?!?)	3/5/2016 6:15 PM
24	ANPR technology	3/5/2016 5:36 PM
25	ANPR.	3/5/2016 3:39 PM
26	Not applicable	3/5/2016 1:57 PM
27	Arp- it's not transferable and cannot be cheated.	3/5/2016 11:48 AM
28	No ERP for me.	3/4/2016 11:55 PM
29	ANPR seems to have less privacy risk	3/4/2016 10:06 PM
30	DSRC would be FAR more efficient	3/4/2016 5:11 PM
31	Just use the same tag we have for the tunnels already! Leverage what already exists.	3/4/2016 11:42 AM
32	Short Range Wave	3/4/2016 10:58 AM
33	ANPR - harder to cheat the system	3/4/2016 10:43 AM
34	Why not use the existing Autotoll?	3/4/2016 10:11 AM
35	IVU sounds like a better system	3/4/2016 8:29 AM
36	ANPR is better.	3/4/2016 7:42 AM
37	ANPR. It is less open to abuse and likely to cost less to implement.	3/4/2016 6:21 AM
38	DSRC would be the preferable technology.	3/4/2016 3:02 AM
39	短距離微波通訊科技	3/4/2016 1:35 AM
40	ANPR technology	3/3/2016 10:55 PM
41	Both.	3/3/2016 10:38 PM
42	IVU	3/3/2016 10:38 PM
43	DSRC would be harder to evade.	3/3/2016 10:11 PM
44	Anpr	3/3/2016 10:06 PM
45	IVU so it can be used for all such charges.	3/3/2016 9:18 PM
46	短距離微波通訊科技	3/3/2016 9:11 PM
47	No preference	3/3/2016 9:09 PM
48	Don't know	3/3/2016 8:55 PM
49	ANPR would be preferable. But both would be better. For examples taxis should have IVU to pass on the charge to passengers.	3/3/2016 8:38 PM
50	Bring in BIPV to all new buildings	3/3/2016 8:01 PM
51	DSRC	3/3/2016 8:00 PM
52	ANPR as drivers can tamper with DRSC	3/3/2016 7:54 PM
53	na	3/3/2016 7:50 PM
54	DSRC technology, you also install ANPR technology to fine vehicles without a IVU. just use existing Autotoll technology.	3/3/2016 6:45 PM
55	ANPR is more preferable.	3/3/2016 6:42 PM

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56	ANPR sounds more practical.	3/3/2016 6:38 PM
57	not sure	3/3/2016 6:28 PM
58	DSRC	3/3/2016 5:39 PM
59	ANRP	3/3/2016 5:38 PM
60	Don't know	3/3/2016 5:31 PM
61	ANPR, because not as easy to fiddle!	3/3/2016 5:26 PM
62	ANPR	3/3/2016 5:01 PM
63	I choose the cheaper one's method	3/3/2016 4:39 PM
64	license recording, as it is less invasive	3/3/2016 4:34 PM
65	DSRC	3/3/2016 4:13 PM
66	DSRC is suitable but linked with the ANPR for validation. Otherwise you will get vehicles using IVUs linked to another car.	3/3/2016 4:12 PM
67	I have no strong opinion. Would choose the cheapest if effective and the most effective if differential will impact effectiveness. Perhaps use DSRC but put ANPR checkpoints up at random intervals to capture cheats.	3/3/2016 4:07 PM
68	ANPR sounds good but may have privacy issues?	3/3/2016 3:46 PM
69	ANPR technology in the initial stage of implementation	3/3/2016 3:35 PM
70	IVU is better. Just like the auto pass for the tunnels.	3/3/2016 3:31 PM
71	ANPR	3/3/2016 3:19 PM
72	Don't know	3/3/2016 3:18 PM
73	各有好處，自動車牌識別方便實施，而為減低識別錯誤()，應保留有關影片一段時間以供有需要時作核實用途，但此方法會涉及私隱問題。DSRC相對較準確，但未必每部進入收費區車輛都會裝置，實施會很困難	3/3/2016 3:16 PM
74	自動車牌識別系統。這個保障私隱的程度較高，而且技術成本亦較低。	3/3/2016 3:15 PM
75	ERP should not be introduced at all	3/3/2016 3:08 PM
76	ANPR - can do it straightaway!	3/3/2016 2:11 PM
77	Neither	3/3/2016 2:06 PM
78	不如用車牌識別，每輛車每個月可以免費進入這些區域20次，係免費的。	3/3/2016 1:50 PM
79	Not sure	3/3/2016 1:46 PM
80	DSRC. And levy heavy fines on anyone who does not install, based on a percentage of their income/registered company's net worth.	3/3/2016 1:40 PM
81	I have no issues with either.	3/3/2016 1:29 PM
82	Whichever serves the stated ends and is simple to operate.	3/3/2016 1:16 PM
83	無意見	3/3/2016 12:40 PM
84	No comment - I would need more information	3/3/2016 12:27 PM
85	Yes	3/3/2016 12:23 PM
86	DSRC	3/3/2016 12:19 PM
87	DSRC, with integration to AutoToll and other systems like carpark payment. Unified system again increases efficiency. Can even be linked to Octopus.	3/3/2016 12:17 PM
88	ANPR as drivers cannot dispute being within the charging zone or that the DSRC device was faulty or they left it in another car.	3/3/2016 12:15 PM
89	ANPR for privacy issue	3/3/2016 12:06 PM
90	Yes.	3/3/2016 12:02 PM
91	DSRC might encourage more motorists to avoid the ERP area as they may not want to go to the trouble of installing an IVU.	3/3/2016 11:59 AM

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92	I think DSRC will be more difficult to onboard people onto, but in the long run probably easier to maintain, and better for privacy.	3/3/2016 11:49 AM
93	i am not familiar with this system. the ideal system should be easy to implement and cause the least inconvenience to the people who will be paying and those that are responsible for enforcing	3/3/2016 11:44 AM
94	Either sounds fine. Can it not be merged with the ETC toll system for the tunnels?	3/3/2016 11:41 AM
95	Whichever that is cheaper to install and maintain.	3/3/2016 11:35 AM
96	DSRC or IVU	3/3/2016 11:25 AM
97	DSRC technology would be preferable from the point of view of individual privacy, as the IVU units can be set up to utilize anonymous cash cards (like an anonymous Octopus card).	3/3/2016 11:23 AM
98	both are ok -- ANPR probably easier for drivers	3/3/2016 11:16 AM
99	don't know	3/3/2016 11:15 AM
100	ANPR	3/3/2016 11:14 AM
101	採用短距離微波通訊科技	3/3/2016 11:12 AM
102	ANPR	3/3/2016 11:08 AM
103	No because it is costly and against privacy	3/3/2016 11:05 AM
104	I do not know.	3/3/2016 10:58 AM
105	Too technical, I don't know.	3/3/2016 10:51 AM
106	None	3/3/2016 10:50 AM
107	use DSRC	3/3/2016 10:47 AM
108	ANPR.	3/3/2016 10:41 AM
109	The ERP will cost too much in implementing and maintenance, if the real intention is to reduce traffic then shut the roads or restrict access.	3/3/2016 10:30 AM
110	DSRC	3/3/2016 10:30 AM
111	Don't know.	3/3/2016 10:25 AM
112	I prefer DSRC because this will cause less problem on privacy.	3/3/2016 10:25 AM
113	不應該中區電子道路收費	3/3/2016 10:14 AM
114	I'm indifferent	3/3/2016 10:05 AM
115	Both have their pros and cons but the system used in London appears to work well	3/3/2016 10:04 AM
116	ERP to be combined with Autotoll tag	3/3/2016 9:53 AM
117	DSRC will be a more effective way of implementing--and enforcing--road pricing, given that it will be the responsibility of drivers to install the necessary technology in their vehicles. In addition, ensuring payment will be easier this way.	3/3/2016 9:52 AM
118	DSRC, preferably, integrated into the Autotoll device I already have in my car	3/3/2016 9:50 AM
119	Don't know	3/3/2016 9:49 AM
120	I would say DSRC with ANPR as a backup, as some may evade payment by not installing a terminal, ANPR can capture the Registration Number, and send out a payment notice to the owner. DSRC is preferred as it would be easier to implement with the existing AutoToll system.	3/3/2016 9:47 AM
121	Whichever is more reliable and not too ugly!	3/3/2016 9:42 AM
122	I do not have a preference except to pick the lowest cost method.	3/3/2016 9:41 AM
123	No idea	3/3/2016 9:36 AM
124	DSRC.	3/3/2016 9:35 AM
125	ANPR please.	3/3/2016 9:26 AM
126	無意見	3/3/2016 9:24 AM
127	DSRC technology preferred	3/3/2016 9:24 AM

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128	DSRC perfered	3/3/2016 9:19 AM
129	ANPR is good	3/3/2016 9:10 AM
130	ANPR	3/3/2016 9:09 AM
131	Probably ANPR	3/3/2016 9:06 AM
132	DSCR might be the easier option for payment?	3/3/2016 9:06 AM
133	DRSC. It allows for greater flexibility for the scheme to evolve.	3/3/2016 9:04 AM
134	I believe the licence plate style is much more efficient for all involved	3/3/2016 9:03 AM
135	If its a choice then ANPR will capture every vehicle but I suspect you need both if you are to offer a pass for regular vehicles but be able to charge for the occasional user	3/3/2016 8:55 AM
136	DSRC	3/3/2016 8:50 AM
137	ANPR seems like it would be more efficient.	3/3/2016 8:45 AM
138	ANPR	3/3/2016 8:44 AM
139	IVU seems more developed	3/3/2016 8:34 AM
140	Anpr	3/3/2016 8:23 AM
141	Both should work fine, why don't you combine the toll bridge and tunnel electronic device?	3/3/2016 8:20 AM
142	Installation of IVU in EACH vehicle.	3/3/2016 7:50 AM
143	DSCR	3/3/2016 7:46 AM
144	DSRC - anomnyous	3/3/2016 7:45 AM
145	自動識別，首次裝置政府付費	3/3/2016 7:29 AM
146	do not know	3/3/2016 7:23 AM
147	ANPR seems less intrusive.	3/3/2016 7:22 AM
148	ANPR	3/3/2016 7:19 AM
149	同上	3/3/2016 7:09 AM
150	No opinion	3/3/2016 6:51 AM
151	No tecnogy scheme.	3/3/2016 6:47 AM
152	ANPR	3/3/2016 6:33 AM
153	DSRC	3/3/2016 6:23 AM
154	Anpr	3/3/2016 5:58 AM
155	Yes	3/3/2016 5:37 AM
156	No view	3/3/2016 4:53 AM
157	Would need to know more about each type	3/3/2016 4:50 AM
158	DSRC	3/3/2016 4:23 AM
159	肉眼，好似隧道收費用收費亭	3/3/2016 4:17 AM
160	DSRC is preferable as, given the lack of respect for the law and traffic laws nowadays, I would not be surprised if people sought to defeat ANPR technology by the use of false number plates. Moreover, drivers are already used to DSRC-type technology by reason of Autotoll tags.	3/3/2016 2:29 AM
161	ANPR - cars already have two coloured plates for this purpose.	3/3/2016 2:21 AM
162	yes	3/3/2016 2:04 AM
163	Both have their benefits and challenges.	3/3/2016 1:34 AM
164	ANPR - this way the driver can't complain about the inconvenience of having a IVU installed and negates the chance that (always happens) people will try and subvert by tampering etc	3/2/2016 11:46 PM
165	Anpr	3/2/2016 10:56 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

166	ANPR	3/2/2016 10:10 PM
167	反對設立收費計劃，交通問題不能用收費先導計劃解決	3/2/2016 10:06 PM
168	ANPR which can be used territory wide to catch unregistered vehicles as well	3/2/2016 10:02 PM
169	完全不同意電子道路收費計劃。	3/2/2016 8:52 PM
170	ANPR will be a better option (less time for implementation and lower overall cost)	3/2/2016 8:40 PM
171	IVU	3/2/2016 8:37 PM
172	For privacy issue, DSRC and on-board unit with Octopus card capability shall be used.	3/2/2016 7:54 PM
173	ANPR	3/2/2016 7:40 PM
174	DSRC	3/2/2016 7:23 PM
175	自動車牌識別科技	3/2/2016 6:55 PM
176	IVU.	3/2/2016 6:09 PM

Q14 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? 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？

Answered: 181 Skipped: 194

#	Responses	Date
1	I do not have any particular concerns.	3/14/2016 2:07 PM
2	No concern	3/13/2016 9:08 PM
3	NO...there are none..this is a red herring	3/13/2016 7:24 PM
4	政府從未尊重個人私隱，談何保護？	3/12/2016 4:59 PM
5	None specific to ERP that do not already exist with cell phones, etc.	3/12/2016 3:29 PM
6	this is a nonsense argument and should be dismissed.	3/10/2016 7:43 PM
7	No	3/9/2016 7:37 PM
8	• No. If London can solve this then so can Hong Kong.	3/9/2016 2:31 PM
9	Not really.	3/9/2016 2:11 PM
10	NA	3/7/2016 11:48 PM
11	I don't have particular concern. Captures of licence number plate has been in place for traffic control. The system is not tracking down vehicle real-time, it's the same as passing through current toll-facilities on road.	3/7/2016 10:59 PM
12	No	3/7/2016 9:26 PM
13	Should be only the same information as autotoll and vehicle registration information.	3/7/2016 3:33 PM
14	The mechanism of inserting a card similar to octopus card to the device would be best, this would allow for anonymity	3/7/2016 10:45 AM
15	No. London has managed it so I'm sure HK can.	3/7/2016 12:04 AM
16	Yes	3/6/2016 8:31 PM
17	Nil	3/6/2016 6:15 PM
18	I do not have a detailed enough understanding to provide any potentially useful input on this.	3/6/2016 5:05 PM
19	不需要討論	3/6/2016 4:46 PM
20	No	3/6/2016 6:22 AM
21	no concern	3/5/2016 7:41 PM
22	Nope. Get over it, move along the bus, stop being paranoid.	3/5/2016 6:15 PM
23	No	3/5/2016 5:36 PM
24	ANPR would overcome my privacy concerns. We already have tunnel charging based on similar technology/privacy issues.	3/5/2016 3:39 PM
25	No	3/5/2016 3:10 PM
26	Irrelevant question	3/5/2016 1:57 PM
27	None. If people know about it, it's their choice to be there.	3/5/2016 11:48 AM
28	No ERP for me.	3/4/2016 11:55 PM

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29	Not if no devices have to actually be installed in the vehicle	3/4/2016 10:06 PM
30	similar systems are used for tunnels in HK already As long as no other departments have access to the data is fine	3/4/2016 5:10 PM
31	There is no privacy with such a scheme.	3/4/2016 11:42 AM
32	Car / Drive information should hidden	3/4/2016 10:58 AM
33	No	3/4/2016 10:43 AM
34	Users should undertake the risk by themselves.	3/4/2016 10:11 AM
35	No	3/4/2016 8:29 AM
36	None.	3/4/2016 7:42 AM
37	No	3/4/2016 6:21 AM
38	No.	3/4/2016 3:02 AM
39	冇	3/4/2016 1:35 AM
40	Yes, the scheme should be charged upon carrying capacity and quota based in peak hours	3/3/2016 10:55 PM
41	No concern	3/3/2016 10:38 PM
42	All records should be encrypted and absolutely be unavailable to police or other departments, for any reason.	3/3/2016 10:11 PM
43	No	3/3/2016 10:06 PM
44	No concerns	3/3/2016 9:18 PM
45	關注出入私隱	3/3/2016 9:11 PM
46	No concern on this.	3/3/2016 9:09 PM
47	Yes concerned. Not sure how to address	3/3/2016 8:55 PM
48	Privacy? Are you serious? This would be no different to tolls/auto tolls at all the cross harbour tunnels. No, I have no privacy issue with ERP.	3/3/2016 8:38 PM
49	Central in HK is a waste of time	3/3/2016 8:01 PM
50	No concern	3/3/2016 8:00 PM
51	no concerns	3/3/2016 7:54 PM
52	no	3/3/2016 7:50 PM
53	you a road user has privacy issues, he/she/it should not drive into the ERP area	3/3/2016 6:45 PM
54	No, I don't.	3/3/2016 6:42 PM
55	None.	3/3/2016 6:38 PM
56	no concerns. it's been done all around the world.	3/3/2016 6:28 PM
57	No	3/3/2016 5:39 PM
58	No.	3/3/2016 5:31 PM
59	They are cars, not people, so privacy doesn't apply!	3/3/2016 5:26 PM
60	Yes but do not see any solution as long as the authorities has access to the database	3/3/2016 5:01 PM
61	Yes Do not implement ERP	3/3/2016 4:48 PM
62	I don't thing that is a matter.	3/3/2016 4:39 PM
63	no privacy concern.	3/3/2016 4:34 PM
64	No	3/3/2016 4:13 PM
65	Enormous concerns. What security is going to be used to protect this data? What legal rights to data privacy is available? Will the police or security services have access to this data? Will the data be available through court disclosure requests? Etc, etc, etc.	3/3/2016 4:12 PM

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66	I have no concern over this. Government is a collective action and anyone who has such concerns misunderstands the nature of legislation and seeks to exempt his or herself from society's rules. These are the people who will likely break any social rule and need watching by the rest of us!	3/3/2016 4:07 PM
67	Yes, see reply in 13. Could be addressed by having a mobile phone scheme like in the UK where you buy a pass when needed? Not sure the 2 options outlined here are the only ones viable.	3/3/2016 3:46 PM
68	ANPR tech data can be stored 5 years as encrypt data by the government. data over 5 years should be discarded , permanently removed, destroyed form the database.	3/3/2016 3:35 PM
69	Privacy is not an issue.	3/3/2016 3:31 PM
70	No concerns at all.	3/3/2016 3:19 PM
71	No	3/3/2016 3:18 PM
72	類似「儲值咭」的即時直接收費模式可有助保護私隱，只有當「儲值咭」餘額不足時才以自動車牌識別科技方式收費。關注私隱問題的駕駛者可預先確保其「儲值咭」有足夠餘額，減低私隱問題。	3/3/2016 3:16 PM
73	車主或使用會否被記錄使用道路的情況或行蹤。交通工具以及八達通公司亦可以記錄使用者的行蹤。	3/3/2016 3:15 PM
74	ERP should not be introduced at all yes i do have such concerns about privacy	3/3/2016 3:08 PM
75	No concerns	3/3/2016 2:11 PM
76	Yes. Billing and therefore knowledge of one's whereabouts is an invasion of privacy.	3/3/2016 2:06 PM
77	yes	3/3/2016 1:54 PM
78	不明白，這麼簡單嘅系統為何會洩漏私隱？又或者這麼說，為何會"有機會"洩漏私隱？我認為政府做這類事情，應該完全會有這類問題係咪出現。	3/3/2016 1:50 PM
79	None	3/3/2016 1:46 PM
80	No. I just want to nail all drivers. Post their names on a public website for all I care.	3/3/2016 1:40 PM
81	None.	3/3/2016 1:29 PM
82	No.	3/3/2016 1:16 PM
83	無	3/3/2016 12:40 PM
84	NO!	3/3/2016 12:27 PM
85	No concerns	3/3/2016 12:23 PM
86	Sufficient restrictions on disclosure of data can be imposed	3/3/2016 12:19 PM
87	No. The traffic in congested areas is a concern to all the public, including pedestrians and those who use public transportation, whereas private vehicle traffic in these highly congested areas benefit only a very privileged few. They should pay for the benefit, and compromise on their privacy.	3/3/2016 12:17 PM
88	No concerns.	3/3/2016 12:15 PM
89	it all comes down to the trust of the government. and i think that's at an all time low	3/3/2016 12:06 PM
90	No.	3/3/2016 12:02 PM
91	No concern. Anyone in the area for legitimate reasons should not have anything to fear.	3/3/2016 11:59 AM
92	Slightly - it's creepy to think that if I were a car owner, somebody could track where I was going. But... I think the benefits to the greater population outweigh that. In fact the fact that my privacy might be violated would DETER me from driving all the time!	3/3/2016 11:49 AM
93	no concerns. i am sure there will be those that will complain about the right to privacy and my response will be take public transport or walk. since there are choices there is no right that is being violated	3/3/2016 11:44 AM
94	No concerns. If people want to hide their movements they can take a streetcar and pay cash...	3/3/2016 11:41 AM
95	Nothing whatsoever - those who are concerned about their privacy can take public transport.	3/3/2016 11:35 AM
96	No I don't care if the Govt knows when I'm in Central	3/3/2016 11:25 AM
97	Yes. See above answer.	3/3/2016 11:23 AM
98	no concerns at all about privacy	3/3/2016 11:16 AM
99	no concerns	3/3/2016 11:15 AM

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100	None.	3/3/2016 11:14 AM
101	沒有	3/3/2016 11:12 AM
102	No concern at all	3/3/2016 11:08 AM
103	I think a public policy such as ERP should balance the public good and privacy	3/3/2016 11:05 AM
104	No concerns.	3/3/2016 10:58 AM
105	no particular knowledge on privacy issues created by ERP scheme. Should take references from case of other countries.	3/3/2016 10:51 AM
106	Yes	3/3/2016 10:50 AM
107	no	3/3/2016 10:47 AM
108	No. These are public roads.	3/3/2016 10:41 AM
109	Yes , they can't be addressed but they can be hacked.	3/3/2016 10:30 AM
110	Do not think this is worse than other data collection methods.	3/3/2016 10:25 AM
111	Please see above.	3/3/2016 10:25 AM
112	No	3/3/2016 10:24 AM
113	不應該中區電子道路收費	3/3/2016 10:14 AM
114	I am not concerned about privacy issues	3/3/2016 10:05 AM
115	Are there not already traffic cams on the TD website? Surely no difference.	3/3/2016 10:04 AM
116	No	3/3/2016 9:53 AM
117	I have no concerns about privacy; after all, the scheme can be designed similar to the auto toll scheme used for tunnels in HK, which does not appear to cause much concern for privacy, either.	3/3/2016 9:52 AM
118	No privacy concerns. No one has a reasonable expectation that his vehicle plate is a private matter.	3/3/2016 9:50 AM
119	Yes. Follow international standards.	3/3/2016 9:49 AM
120	No. Licensed Drivers should not be afraid of having their car and driving details captured. But I think a privacy policy should be in place.	3/3/2016 9:47 AM
121	No concern	3/3/2016 9:42 AM
122	No	3/3/2016 9:36 AM
123	Yes, I do, but on the other hand, my movements are already trackable through the present tunnel charging system and CCTV cameras all over the city.	3/3/2016 9:35 AM
124	Privacy is always a big concern but in this case I can't think of how our privacy could be protected.	3/3/2016 9:26 AM
125	no concerns	3/3/2016 9:26 AM
126	無意見	3/3/2016 9:24 AM
127	yes there are concerns.	3/3/2016 9:24 AM
128	If using DSRC then the licence number wont be taken everytime.	3/3/2016 9:19 AM
129	no concern at all	3/3/2016 9:10 AM
130	No	3/3/2016 9:09 AM
131	no concerns	3/3/2016 9:06 AM
132	no concerns	3/3/2016 9:06 AM
133	No concern on privacy	3/3/2016 9:06 AM
134	No	3/3/2016 9:04 AM
135	Not really	3/3/2016 9:03 AM
136	No	3/3/2016 8:55 AM
137	No concerns	3/3/2016 8:50 AM

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138	None.	3/3/2016 8:45 AM
139	Tagging with GPS capabilities could lead to unnecessary data collection and privacy invasion.	3/3/2016 8:44 AM
140	Mobile phones are already trackable. There is a greater problem with ID cards which can be remotely monitored by Police! no concerns as there is simply too much private data out there in the open.	3/3/2016 8:34 AM
141	No, not an issue. Being on the road is a public act, not private.	3/3/2016 8:23 AM
142	We really need to address this problem, if it includes making my voice be heard publicly or my travel data to be published,mother I welcome it for a better HK.	3/3/2016 8:20 AM
143	No different from the e tag for the tunnels	3/3/2016 8:04 AM
144	NO concerns whatsoever over privacy concerns - this is a completely bogus issue. Get on with it, we have been discussing this solution to traffic for some 30 years!	3/3/2016 7:50 AM
145	No	3/3/2016 7:46 AM
146	am always concerned when personal data is being collected, by whom ever	3/3/2016 7:45 AM
147	關注，不被警方取得除得法庭許可	3/3/2016 7:29 AM
148	no problem for me	3/3/2016 7:23 AM
149	No.	3/3/2016 7:22 AM
150	No.	3/3/2016 7:19 AM
151	Not concerned	3/3/2016 7:14 AM
152	同上	3/3/2016 7:09 AM
153	No concerns at all.	3/3/2016 6:51 AM
154	The scheme will have little or no long term effect.	3/3/2016 6:47 AM
155	NO	3/3/2016 6:33 AM
156	If vehicle drivers want privacy they can take public transport.	3/3/2016 6:23 AM
157	No	3/3/2016 5:59 AM
158	No concerns	3/3/2016 5:58 AM
159	No	3/3/2016 5:37 AM
160	No access to Security services or similar	3/3/2016 4:53 AM
161	Cant think of any.	3/3/2016 4:50 AM
162	None whatsoever! If you want to use the road, you use the system attached to access. Pandering to this sort of political correctness is nonsense.	3/3/2016 4:23 AM
163	取消收費	3/3/2016 4:17 AM
164	No.	3/3/2016 2:29 AM
165	No. People worry too much about privacy. It's blown out of proportion.	3/3/2016 2:21 AM
166	none	3/3/2016 2:04 AM
167	No concern. Drivers will need reassurance that details of their journeys are not retained beyond a short charging and appeals period, nor will they be shared with any third-party.	3/3/2016 1:34 AM
168	no	3/2/2016 11:46 PM
169	They do not need to keep information longer than until bill is send to the vehicle owner and payed. Then it is settled and both parties agreeing on the bill need to pay	3/2/2016 10:56 PM
170	no concern	3/2/2016 10:10 PM
171	取消收費計劃	3/2/2016 10:06 PM
172	NO; this was the excuse for not introducing ERP before.	3/2/2016 10:02 PM
173	完全不同意電子道路收費計劃。	3/2/2016 8:52 PM
174	Personal details should not be referenced in any government or downstream consultation documentation	3/2/2016 8:40 PM

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175	No concerns	3/2/2016 8:37 PM
176	Not a priority. Adequate regulatory safeguards are welcome but location-based data is already very prevalent in this day and age.	3/2/2016 7:59 PM
177	Yes, I'm very concerned about the privacy issue especially the current government is not trustable.	3/2/2016 7:54 PM
178	No	3/2/2016 7:40 PM
179	Cannot avoid this problem, and it should not be a concern. Just like passing through tunnel.	3/2/2016 7:23 PM
180	有該車輛交費後，資料即銷毀	3/2/2016 6:55 PM
181	I do not think it has any implications on privacy	3/2/2016 6:09 PM

Q15 What indicators do you think we should use to evaluate the effectiveness of the Central District ERP Pilot Scheme?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？

Answered: 164 Skipped: 211

#	Responses	Date
1	- Average speed of traffic - # of vehicles per day	3/15/2016 6:04 PM
2	Reductions in road congestion, increases in vehicle speed facilitation of public transport and impact on roadside pollution levels.	3/14/2016 2:11 PM
3	No idea	3/13/2016 9:09 PM
4	Less congestion, and better environment for pedestrians	3/13/2016 7:26 PM
5	根本應該擱置計劃，何來成效	3/12/2016 5:11 PM
6	the clean air index would be a good start.	3/10/2016 7:44 PM
7	Increased average vehicle speeds and improved air quality	3/9/2016 7:40 PM
8	Road congestion level (travel time, local AQL or pollution levels	3/9/2016 2:41 PM
9	• As mentioned at the start of this reply, objectives should be set for the speed of traffic on key roads. The extent to which this is achieved should be the prime indicator of the success of the scheme.	3/9/2016 2:32 PM
10	Deduction of corporate pool cars wait in central areas	3/7/2016 11:49 PM
11	Reduction of numbers of traffic Distribution of traffic over the time of a day (if it encourage more evenly distributed use) Roadside pollution index Average traffic speed in the district Number of traffic-related accident in the district If possible, number of pedestrian/ public gathering in the district (if improved environment attracts more pedestrian/ public use)	3/7/2016 11:05 PM
12	Traffic volume, amount of congestion (not sure how to measure that).	3/7/2016 9:28 PM
13	environmental, economic, social	3/7/2016 10:45 AM
14	The speed of traffic in key roads. NB: As previously mentioned these should be built into the objectives set for the authority managing the scheme.	3/7/2016 12:08 AM
15	Whether the number of private cars have been reduced or not after the launch of the scheme	3/6/2016 6:16 PM
16	Reduction in number of car journeys through the charging area; increase in average speed; survey on pedestrian satisfaction on traffic through the charging area; effectiveness of alternative arrangements to circumvent the charging area.	3/6/2016 5:08 PM
17	做多錯多，不要再做不切實際的東西	3/6/2016 4:47 PM
18	Traffic flow of the pilot area and the neighborhood area	3/6/2016 6:24 AM
19	繁忙時間車流量	3/5/2016 7:42 PM
20	reduced congestion, reduced POLLUTION (please!)	3/5/2016 6:18 PM
21	no comment	3/5/2016 5:37 PM
22	Reduction in traffic flow rate of private vehicles. Reduction in measured roadside emissions. Speed of flow in the boundary area.	3/5/2016 3:44 PM
23	Irrelevant question	3/5/2016 1:58 PM
24	Pollution, traffic movement. Safety. Pedestrianisation.	3/5/2016 11:55 AM
25	No ERP for me.	3/4/2016 11:55 PM
26	Congestion.... Duh?	3/4/2016 10:07 PM

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27	traffic jam duration, average car speeds, amount of parked / waiting cars along the road	3/4/2016 5:12 PM
28	traffic flow, times of peak traffic flow before/after	3/4/2016 5:12 PM
29	Lower congestion	3/4/2016 11:42 AM
30	Traffic flow	3/4/2016 10:59 AM
31	Reduction of number of cars entering area Reduced congestion during peak hours Improved roadside air quality	3/4/2016 10:48 AM
32	Enforcement by police on illegal parking should be strengthened and should evaluate the effectiveness by monitoring the number of vehicle fined for illegal parking or broading	3/4/2016 10:29 AM
33	Doing a driver survey through the Govt department might be a good idea once the system is up and running	3/4/2016 8:31 AM
34	Amount of traffic on the roads of Central and the ease of traffic flow.	3/4/2016 7:44 AM
35	Traffic numbers	3/4/2016 6:21 AM
36	Time shortened travelling through Central and pollution and congestion levels.	3/4/2016 3:03 AM
37	The scheme should be evaluated on quota based and carrying capacity	3/3/2016 11:04 PM
38	N/A	3/3/2016 10:43 PM
39	Traffic density and air quality, as well as public surveys	3/3/2016 10:12 PM
40	Congestion	3/3/2016 9:23 PM
41	道路流通行駛時間	3/3/2016 9:12 PM
42	Measure of total number of cars in relevant districts	3/3/2016 8:56 PM
43	Air quality. Car count.	3/3/2016 8:38 PM
44	I hate central HK	3/3/2016 8:04 PM
45	Traffic volume	3/3/2016 8:01 PM
46	road markings and signs like London and Singapore	3/3/2016 7:57 PM
47	Reduction in absolute number of cars during peak periods	3/3/2016 7:51 PM
48	Number of cars on the road. Particularly the mix between electric and petrol.	3/3/2016 7:49 PM
49	if there is any easing of traffic congestion. traffic congestion has to be significantly reduced.	3/3/2016 6:50 PM
50	Traffic moving speed.	3/3/2016 6:42 PM
51	Reduction of emissions; increased number of people utilising mass transit systems; decrease petrol/gasoline/diesel sales in the targeted regions; decline in sales of cars registered to inhabitants of target regions	3/3/2016 6:40 PM
52	Air quality and traffic flow	3/3/2016 5:43 PM
53	The pollution emissions.	3/3/2016 5:33 PM
54	Traffic is reduced by at least 50%, and illegal parking is eliminated...	3/3/2016 5:29 PM
55	No comment	3/3/2016 4:39 PM
56	traffic flow (average speed) and roadside pollution level.	3/3/2016 4:34 PM
57	The minimum cost to the public with the maximum effect to traffic flows.	3/3/2016 4:15 PM
58	Pollution levels	3/3/2016 4:14 PM
59	Traffic levels only. Measure travel time from peripheral locations in and out of Central & measure travel time from peripheral locations to other peripheral locations. These metrics are the only true indicators. As a quality indicator measure air quality.	3/3/2016 4:10 PM
60	KPIs: less noise pollution, less congestion, lower pollution levels	3/3/2016 3:51 PM
61	vehicle flow in different period of a day in charged area and the Central Wan Chai bypass No. of illegal parking vehicles in charged area average time that a vehicle stay in the area with/without being in a car park Average speed that Tram can travel in the charged area	3/3/2016 3:35 PM
62	If less crowded, then successful.	3/3/2016 3:32 PM
63	Instruments to measure air quality	3/3/2016 3:20 PM

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64	Reduction in travelling times and air pollution	3/3/2016 3:20 PM
65	中區及附近區域的道路車輛流量，如會否因為實施收費計劃反而引致周邊地區車流量增加甚至引發嚴重擠塞問題	3/3/2016 3:19 PM
66	私人使用者收費為重點。該區交通問題主因是私人車輪數目過多令道路出現擠塞。而公共交通工具是政府提倡的交通方案，故這些大眾運輸車輛不應該被收費。而的士的流動性與私人車輛相差不大，但前者按使用者的使用方法而收費，故它們進入道路收費區，仍然是按私人使用者收費。	3/3/2016 3:18 PM
67	ERP should not be introduced at all	3/3/2016 3:14 PM
68	Traffic levels in and outside the areas, pollution levels, footfall levels inside the area	3/3/2016 2:13 PM
69	Vehicle count	3/3/2016 2:08 PM
70	congestion, air pollution levels	3/3/2016 1:54 PM
71	Revenue.	3/3/2016 1:42 PM
72	Traffic flow and pollution reduction.	3/3/2016 1:30 PM
73	Standard monitoring techniques once scheme operative.	3/3/2016 1:19 PM
74	使用人車流及成效	3/3/2016 12:40 PM
75	Before and after surveys of vehicle flows	3/3/2016 12:28 PM
76	Air quality and emission levels	3/3/2016 12:27 PM
77	Decrease in traffic!	3/3/2016 12:20 PM
78	Congestion, subscription to the service, frequency of how many times a single car will make the trip.	3/3/2016 12:18 PM
79	don't know.	3/3/2016 12:17 PM
80	What do you think?	3/3/2016 12:07 PM
81	who cares? it won't change a thing.	3/3/2016 12:07 PM
82	Traffic volume; air pollution index; noise pollution; quality of pedestrian experience.	3/3/2016 12:01 PM
83	Traffic volume and roadside emission levels.	3/3/2016 11:51 AM
84	Air quality!!!	3/3/2016 11:49 AM
85	a combination of reduce traffic flow, reduced pollution and cost benefit of having implemented the program	3/3/2016 11:46 AM
86	Reduction in number of vehicles. Revenue targets should NOT be used (or even considered.)	3/3/2016 11:24 AM
87	要收費高才會小車輛進入	3/3/2016 11:19 AM
88	traffic volume, revenue raised for improving public transport	3/3/2016 11:18 AM
89	number of cars in the zone during peak hours	3/3/2016 11:17 AM
90	Primarily traffic congestions, but also roadside air quality.	3/3/2016 11:15 AM
91	Less congestion and pollution	3/3/2016 11:09 AM
92	such indicators as reducing traffic congestion and environmental protection (i.e. noise, air etc.)	3/3/2016 11:08 AM
93	Measure of traffic flow, measure of public transport usage	3/3/2016 11:02 AM
94	traffic jam occurrence at peak hours	3/3/2016 10:58 AM
95	None	3/3/2016 10:50 AM
96	na	3/3/2016 10:47 AM
97	Free flow of traffic and end of illegal (and double) parking.	3/3/2016 10:44 AM
98	Price effectiveness. If traffic is not significantly reduced more should be charged.	3/3/2016 10:34 AM
99	Any such evaluation is a waste of money.	3/3/2016 10:34 AM
100	Degree of congestion, by timing the time for passing through the area.	3/3/2016 10:25 AM
101	不應該中區電子道路收費	3/3/2016 10:14 AM

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102	Measure franchise bus journey times (actually the companies can do this for you) - these should now fall with road pricing thereby reducing the time engines are spent idling thus reducing roadside emissions and making passenger journey times shorter, an all round win-win. Roadside monitoring of NoX and PMs should also show this.	3/3/2016 10:09 AM
103	None	3/3/2016 9:58 AM
104	Take a sample of the traffic jam in front of the Landmark Mandarin before and after the implementation of the scheme	3/3/2016 9:55 AM
105	Number of vehicles traveling in the ERP area per day, and air pollution measurements.	3/3/2016 9:55 AM
106	Improved air quality. Improved traffic flow.	3/3/2016 9:51 AM
107	Roadside emissions, Vehicle Count, and Travelling time through the CBD.	3/3/2016 9:49 AM
108	Reduced number of cars in the targeted areas.	3/3/2016 9:46 AM
109	The indicators should include neighbouring areas. It's not good to reduce traffic in one area, just to have it doubled in the next. There should also be frequent surveys of people on how it affects their travel decisions and what improvements/ alternatives they want to see after the scheme is in place.	3/3/2016 9:45 AM
110	Monitor traffic flow	3/3/2016 9:41 AM
111	A reduction in the time a vehicle spends in the cordoned area. This may be caused by reduction of traffic, faster through fare, less time vehicles wait all of which are good	3/3/2016 9:40 AM
112	Reduction in traffic jam. How smooth are cars moving along the way.	3/3/2016 9:30 AM
113	交通預預有改善	3/3/2016 9:29 AM
114	data analysis such as actual usage of the roads, trends and air quality	3/3/2016 9:28 AM
115	no opinion	3/3/2016 9:24 AM
116	Rich people wont care so I'm against the scheme.	3/3/2016 9:21 AM
117	Average speed. Number of vehicles entering.	3/3/2016 9:12 AM
118	emission and API data	3/3/2016 9:10 AM
119	travel times after implementation of ERP	3/3/2016 9:10 AM
120	how it affects the schedules of the public transport	3/3/2016 9:08 AM
121	traffic count; travel time; pollution indicators	3/3/2016 9:08 AM
122	It is unlikely to affect behaviour / useage in the medium to long term. People will become used to being charged. I'm in favour for the simple reason that the user should pay.	3/3/2016 9:07 AM
123	a decrease AQHI in Central during peak hours, an ease in traffic flow	3/3/2016 9:01 AM
124	Reduced traffic flow and cash raised	3/3/2016 8:56 AM
125	How much traffic flows improve	3/3/2016 8:51 AM
126	Car counts would make sense.	3/3/2016 8:45 AM
127	local street level air quality	3/3/2016 8:35 AM
128	Complaints from private car owners, if they don't complain the price is too low to discourage wasteful journey.	3/3/2016 8:26 AM
129	Pollution and noise reduction. Gridlock reduction, accident reduction.	3/3/2016 8:23 AM
130	Travel time, road side pollution	3/3/2016 8:05 AM
131	Measure the traffic before and then during. It's not rocket science. Also, detail the revenue earned as a result/	3/3/2016 7:52 AM
132	Pedestrian convenience	3/3/2016 7:48 AM
133	measure base flow prior to ERP launch - measure afterwards	3/3/2016 7:46 AM
134	會否只為有錢者提供方便	3/3/2016 7:32 AM
135	Reduction in traffic flow in central; air pollution levels.	3/3/2016 7:23 AM
136	report about traaffic	3/3/2016 7:23 AM
137	Traffic volume during peak times.	3/3/2016 7:21 AM
138	Elasticity of demand.	3/3/2016 7:19 AM

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139	同上	3/3/2016 7:10 AM
140	Reduced traffic	3/3/2016 6:52 AM
141	There are none.	3/3/2016 6:48 AM
142	DON'T KNOW	3/3/2016 6:34 AM
143	reduction of vehicles, air quality, noise levels	3/3/2016 6:26 AM
144	Traffic delay reduction. Air Pollution reduction	3/3/2016 5:59 AM
145	Vehicle per road per day	3/3/2016 5:37 AM
146	Air pollution, numbers of vehicles, convictions for illegal waiting or parking by chauffeurs	3/3/2016 4:55 AM
147	Safety, pedestrian feedback, air quality.	3/3/2016 4:54 AM
148	局長問責下台	3/3/2016 4:18 AM
149	Effect on air pollution, average speed, number of vehicles entering/exiting/being in Central at any one time or over a period. Subjective enjoyment.	3/3/2016 2:30 AM
150	- travel time to get from one point to another via central; - vehicle numbers waiting at traffic lights; - number of illegally parked or waiting vehicles on roads; - monitor public transport destination and route times since they always travel the same roads. All it takes is to monitor their GPS signals. This is similar to the first point.	3/3/2016 2:28 AM
151	absence of private cars	3/3/2016 2:06 AM
152	A reduction in traffic volume; increased traffic speed; reduction in road side pollution.	3/3/2016 1:39 AM
153	reduced traffic	3/2/2016 11:47 PM
154	Air quality, traveling time, noise level, etc.	3/2/2016 10:59 PM
155	air quality, number of vehicles	3/2/2016 10:11 PM
156	Traffic volume/congestion	3/2/2016 10:03 PM
157	完全不同意電子道路收費計劃。	3/2/2016 8:52 PM
158	1) Improved air quality 2) Number of vehicles per day in the chargeable area 3) Overall time of travel	3/2/2016 8:44 PM
159	Reduction in traffic, reduction in roadside pollution level	3/2/2016 8:39 PM
160	1. Protection of privacy 2. Easy of use 3. Investment 4. Accuracy Rate	3/2/2016 8:00 PM
161	Congestion levels	3/2/2016 7:43 PM
162	Vehicle flow speed	3/2/2016 7:24 PM
163	空氣污染、道路阻塞有沒有改善	3/2/2016 6:57 PM
164	reduction of number of cars in a certain hour in those areas	3/2/2016 6:11 PM

Q16 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? 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？

Answered: 182 Skipped: 193

#	Responses	Date
1	Yes	3/15/2016 6:04 PM
2	Yes.	3/14/2016 2:11 PM
3	need to be reviewed regularly.	3/14/2016 12:37 PM
4	Disagree on ERP	3/13/2016 9:09 PM
5	Yes - the tunnel tolls are a COMPLETE JOKE	3/13/2016 7:26 PM
6	政策本末倒置，何言成效？	3/12/2016 5:11 PM
7	yes	3/10/2016 7:44 PM
8	Of course!	3/9/2016 7:40 PM
9	Yes	3/9/2016 2:41 PM
10	• Emphatically yes. See 'Other Comments'.	3/9/2016 2:32 PM
11	Yes	3/8/2016 3:28 PM
12	Should stay for a long period No need to change frequently	3/7/2016 11:49 PM
13	Yes, it should be adjust to inflation and the changing need for traffic re-distribution/ control in the district	3/7/2016 11:05 PM
14	Yes. I think different charging levels during different times of the day is good too.	3/7/2016 9:28 PM
15	Yes	3/7/2016 3:35 PM
16	sure	3/7/2016 10:45 AM
17	Yes.	3/7/2016 12:08 AM
18	Nil	3/6/2016 6:16 PM
19	Yes.	3/6/2016 5:08 PM
20	不需要討論	3/6/2016 4:47 PM
21	Yes	3/6/2016 6:24 AM
22	yes	3/5/2016 7:42 PM
23	yes, but can you please sort out the pricing for the Cross Harbour Tunnel first - it's way too cheap and creates traffic (d-errh!)	3/5/2016 6:18 PM
24	yes	3/5/2016 5:37 PM
25	Yes, and I would ONLY support the scheme if the funds raised flow directly into rail, tram and/or water taxi public transit development.	3/5/2016 3:44 PM
26	Yes	3/5/2016 3:10 PM
27	Irrelevant question	3/5/2016 1:58 PM
28	Yes. Increase it until it's effective.	3/5/2016 11:55 AM

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29	No ERP for me.	3/4/2016 11:55 PM
30	Yup	3/4/2016 10:07 PM
31	Yes, must be more expensive than average parking fee	3/4/2016 5:12 PM
32	yes	3/4/2016 5:12 PM
33	No	3/4/2016 11:42 AM
34	Yes, but only decrease	3/4/2016 10:59 AM
35	Yes	3/4/2016 10:48 AM
36	No. Rich people simply don't care about the charge.	3/4/2016 10:29 AM
37	Yes but I'm sure it won't go down once it is set	3/4/2016 8:31 AM
38	Agreed, with public consultation.	3/4/2016 7:44 AM
39	Yes	3/4/2016 6:21 AM
40	Yes.	3/4/2016 3:03 AM
41	Yes, the charging level should be reviewed periodically	3/3/2016 11:04 PM
42	Yes	3/3/2016 10:43 PM
43	Yes, I agree.	3/3/2016 10:38 PM
44	Yes.	3/3/2016 10:12 PM
45	Yes	3/3/2016 10:06 PM
46	Yes	3/3/2016 9:23 PM
47	同意	3/3/2016 9:12 PM
48	Yes	3/3/2016 8:56 PM
49	Absolutely. Sadly the main offenders are also the wealthiest.	3/3/2016 8:38 PM
50	Nuke em all	3/3/2016 8:04 PM
51	Yes	3/3/2016 8:01 PM
52	yes, charging levels should also vary by time of day	3/3/2016 7:57 PM
53	No	3/3/2016 7:51 PM
54	Yes	3/3/2016 7:49 PM
55	NO	3/3/2016 6:50 PM
56	Yes, I do.	3/3/2016 6:42 PM
57	Yes. Absolutely. Continual review should be implemented.	3/3/2016 6:40 PM
58	Yes	3/3/2016 6:37 PM
59	yes, annually	3/3/2016 6:29 PM
60	On annual base	3/3/2016 5:43 PM
61	Yes	3/3/2016 5:38 PM
62	Any program needs regular review.	3/3/2016 5:33 PM
63	Yes! Annually...	3/3/2016 5:29 PM
64	Yes	3/3/2016 5:04 PM
65	Yes	3/3/2016 4:39 PM
66	yes	3/3/2016 4:34 PM
67	As stated, I don't think that the charging scheme is the primary solution. Authorise certain vehicles to enter/exit without charge. For one off trips, a charge MAY be appropriate.	3/3/2016 4:15 PM
68	Yes	3/3/2016 4:14 PM

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69	Yes.	3/3/2016 4:10 PM
70	Yes	3/3/2016 3:51 PM
71	Yes.	3/3/2016 3:35 PM
72	Yes	3/3/2016 3:32 PM
73	Yes	3/3/2016 3:20 PM
74	Yes	3/3/2016 3:20 PM
75	絕對同意	3/3/2016 3:19 PM
76	當然	3/3/2016 3:18 PM
77	ERP should not be introduced at all	3/3/2016 3:14 PM
78	Yes	3/3/2016 2:13 PM
79	No	3/3/2016 2:08 PM
80	yes	3/3/2016 1:54 PM
81	Air quality Residents views Business sales	3/3/2016 1:49 PM
82	Yes. Monthly. Keep them on their toes, make is as inconvenient as possible to drive here.	3/3/2016 1:42 PM
83	Yes.	3/3/2016 1:30 PM
84	Yes.	3/3/2016 1:19 PM
85	贊同	3/3/2016 12:40 PM
86	Yes.	3/3/2016 12:34 PM
87	Annual reviews with price adjustments limited to one time within a 3 year period	3/3/2016 12:28 PM
88	Absolutely	3/3/2016 12:27 PM
89	Yes	3/3/2016 12:20 PM
90	Yes.	3/3/2016 12:18 PM
91	yes.	3/3/2016 12:17 PM
92	Like everything else.	3/3/2016 12:07 PM
93	NO. unless it can go down to ZERO, which won't happen. once they start charging, it will only go up. look at the MTR scam	3/3/2016 12:07 PM
94	Yes.	3/3/2016 12:03 PM
95	Yes	3/3/2016 12:01 PM
96	Yes of course.	3/3/2016 11:51 AM
97	Yes	3/3/2016 11:49 AM
98	by all means. nothing in this world is static so neither should the charges be.	3/3/2016 11:46 AM
99	Yes.	3/3/2016 11:24 AM
100	要	3/3/2016 11:19 AM
101	yes of course	3/3/2016 11:18 AM
102	YES	3/3/2016 11:17 AM
103	Yes.	3/3/2016 11:15 AM
104	To be reviewed regularly	3/3/2016 11:09 AM
105	yes	3/3/2016 11:08 AM
106	Yes, adjustments to perfect it should be always welcome	3/3/2016 11:02 AM
107	yes definitely, all our policy should have a governance of continuous review	3/3/2016 10:58 AM
108	No	3/3/2016 10:50 AM

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109	yes	3/3/2016 10:47 AM
110	Yes.	3/3/2016 10:44 AM
111	Yes	3/3/2016 10:34 AM
112	This scheme will put pressure on all the roads that don't use a charging scheme.	3/3/2016 10:34 AM
113	yes	3/3/2016 10:31 AM
114	Yes.	3/3/2016 10:25 AM
115	不應該中區電子道路收費	3/3/2016 10:14 AM
116	Absolutely. I am sure initially the price may need to fluctuate to find it's effective level to achieve objectives	3/3/2016 10:09 AM
117	No	3/3/2016 9:58 AM
118	Of course	3/3/2016 9:55 AM
119	Yes.	3/3/2016 9:55 AM
120	Yes.	3/3/2016 9:51 AM
121	Yes.	3/3/2016 9:49 AM
122	Yes	3/3/2016 9:46 AM
123	Yes	3/3/2016 9:45 AM
124	Yes	3/3/2016 9:41 AM
125	Yes	3/3/2016 9:40 AM
126	Certainly. The adjustment should be either up or down based on result. However I fear that the government will only hike the fee.	3/3/2016 9:30 AM
127	同意	3/3/2016 9:29 AM
128	yes - and charges should be rather high - specially for private cars with big engines	3/3/2016 9:28 AM
129	yes needs yearly review	3/3/2016 9:24 AM
130	nope	3/3/2016 9:21 AM
131	Charges to increase every year to at least inflation level and more or much more if no effect until it hurts and it has an effect	3/3/2016 9:12 AM
132	yes	3/3/2016 9:10 AM
133	Yes	3/3/2016 9:10 AM
134	yes	3/3/2016 9:08 AM
135	yes, after a few years	3/3/2016 9:08 AM
136	Yes.	3/3/2016 9:07 AM
137	Yes from time to time	3/3/2016 9:04 AM
138	Yes.	3/3/2016 9:01 AM
139	Annually	3/3/2016 8:56 AM
140	No	3/3/2016 8:51 AM
141	If implemented, yes - in order to maintain the correct balance between number of road users and revenue generated.	3/3/2016 8:46 AM
142	Yes.	3/3/2016 8:45 AM
143	yes and charges should be high and a deterrent	3/3/2016 8:35 AM
144	Yes.	3/3/2016 8:26 AM
145	Sure, look at other cities.	3/3/2016 8:23 AM
146	Yes	3/3/2016 8:05 AM
147	The pricing level should be gradually increased.	3/3/2016 7:52 AM

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148	Yes	3/3/2016 7:48 AM
149	yes	3/3/2016 7:46 AM
150	需要	3/3/2016 7:32 AM
151	yes.	3/3/2016 7:23 AM
152	yes	3/3/2016 7:23 AM
153	Yes.	3/3/2016 7:21 AM
154	Definite. This is most important. It can even be real time n published hourly	3/3/2016 7:19 AM
155	同上	3/3/2016 7:10 AM
156	Yes	3/3/2016 6:52 AM
157	No charge at all.	3/3/2016 6:48 AM
158	YES	3/3/2016 6:34 AM
159	yes	3/3/2016 6:26 AM
160	Yes	3/3/2016 5:59 AM
161	Yes	3/3/2016 5:37 AM
162	yes	3/3/2016 4:55 AM
163	Reviewed but not adjusted too often as this would not be viewed positively by drivers.	3/3/2016 4:54 AM
164	It should be reviewed, yes, but at sensible time intervals	3/3/2016 4:24 AM
165	不應該開始	3/3/2016 4:18 AM
166	Yes, of course. At least every year (unlike the fines for illegal parking, which when enforced are ridiculously low and which results in the absurd situation of streets being totally clogged at night by illegally parked cars).	3/3/2016 2:30 AM
167	Yes. But it goes back to how does one stop the wealthy from causing congestion??	3/3/2016 2:28 AM
168	annually	3/3/2016 2:06 AM
169	Absolutely.	3/3/2016 1:39 AM
170	yes	3/2/2016 11:47 PM
171	Yes	3/2/2016 11:35 PM
172	Yes, if no effect the price is too low	3/2/2016 10:59 PM
173	yes definitely	3/2/2016 10:11 PM
174	Yes	3/2/2016 10:03 PM
175	完全不同意電子道路收費計劃。	3/2/2016 8:52 PM
176	Yes - charging should be based on demand as to maintain a target quota of vehicles in the area per day	3/2/2016 8:44 PM
177	Yes	3/2/2016 8:39 PM
178	Yes	3/2/2016 8:00 PM
179	Yes	3/2/2016 7:43 PM
180	Yes review every year	3/2/2016 7:24 PM
181	需要	3/2/2016 6:57 PM
182	yes	3/2/2016 6:11 PM

Q17 Do you have any suggestions on measures which could complement the implementation of the Central District ERP Pilot Scheme? 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?

Answered: 157 Skipped: 218

#	Responses	Date
1	- STRICT ENFORCEMENT OF ILLEGAL PARKING AND GOODS LOADING. - Bike lanes. Look how successful it is in London and NYC.	3/15/2016 6:04 PM
2	Further enhancement of express bus services to and from the CBD.	3/14/2016 2:11 PM
3	Disagree on ERP	3/13/2016 9:09 PM
4	DVRC pedestrian zone	3/13/2016 7:26 PM
5	1.立法禁止境外車輛入境 2.如何限制車輛進入/如有境外車輛違法,要如何有效執法? 3.收費後,對於其他區域	3/12/2016 5:11 PM
6	no	3/10/2016 7:44 PM
7	Use licence plate recognition technology to tackle illegal parking, which also impedes traffic flow	3/9/2016 7:40 PM
8	no at this moment	3/9/2016 2:41 PM
9	<ul style="list-style-type: none"> • The Central ERP pilot should be seen as the first step in a wider implementation so (a) consideration should be given regarding charges for tunnel use; (b) other congested areas should be measured with a view to planning additional ERP schemes. • Consideration should be given to improving non-road vehicle transport. In particular (a) easier access to the MTR for people with luggage and handicaps; (b) pedestrianisation. • Experiments should be done with 'higher quality' minibuses as a way of substituting for taxis and chauffeured cars. 	3/9/2016 2:32 PM
10	NA	3/7/2016 11:49 PM
11	Excess/empty-running bus service is a major problem in the main road in the district, bus route optimization is needed (or more urgent than the ERP scheme) There should be enough parking and transfer facilities on the boarder. IT will be nice to address public concern if there will be free public transport shuttle provided (e.g. free tram/bus shuttle?)	3/7/2016 11:05 PM
12	No.	3/7/2016 9:28 PM
13	Reduce the bottlenecks, like allowing cars to stop and park in front of New World Tower, Queen's Road Centre. Ensure that adequate parking is available on the fringe of the ERP zone	3/7/2016 3:35 PM
14	The authority managing the scheme should be set up with objectives in terms of traffic flow on key roads and the power to change the charges and charging points in order to meet these objectives. This authority should be able to make these changes after due consultation but without obtaining approval from the Transport Dept or Legco.	3/7/2016 12:08 AM
15	All three cross Harbour tunnels charge the same	3/6/2016 8:33 PM
16	Nil	3/6/2016 6:16 PM
17	Consideration of improving pedestrian experience in Central / charging areas more effectively. Might include identifying pedestrian-only areas.	3/6/2016 5:08 PM
18	取消比先導計劃	3/6/2016 4:47 PM
19	no	3/5/2016 7:42 PM
20	yes, can you please sort out the pricing for the Cross Harbour Tunnel first - it's way too cheap and creates traffic (d-errh!)	3/5/2016 6:18 PM
21	no	3/5/2016 5:37 PM
22	Ultimately, this may also allow for the optimisation of bus routes, number of buses & bus occupancy rates. If so, TD must play hardball with the bus companies. To date, the bus companies seem to rule TD.	3/5/2016 3:44 PM
23	Object to the scheme	3/5/2016 1:58 PM

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24	Good and plentiful taxi ranks with seating for special needs. Escalator and lift access to the MTR.	3/5/2016 11:55 AM
25	No ERP for me.	3/4/2016 11:55 PM
26	Better control of illegal parking and 'waiting'. To be honest, this is the problem, not the traffic levels, the amount of cars sat there waiting and blocking lanes as a result	3/4/2016 10:07 PM
27	stringent control of waiting/parked cars in central	3/4/2016 5:12 PM
28	No	3/4/2016 10:59 AM
29	1. Conduct regular engagement with stakeholders (both car owners and non-car owners) to check progress and gather feedback about the scheme 2. Ensure effective communication of the benefits (e.g. reduced air pollution, reduced congestion) of the scheme with supporting figures to substantiate. 3. Would be great if the government could introduce some bicycle lanes and pedestrian roads to encourage people to walk/ cycle to work	3/4/2016 10:48 AM
30	Government should exhaust all other possible ways on easing traffic in central such as the Central Wanchai by-pass before implementing the ERP. Government cannot prove there is no other option.	3/4/2016 10:29 AM
31	No	3/4/2016 8:31 AM
32	Reduce the Western Harbour toll and increase the Cross Harbour toll to allow a more balanced usage of the two tunnels.	3/4/2016 7:44 AM
33	ERP should focus on both congestion and pollution as indicators.	3/4/2016 3:03 AM
34	Any car users whom also implement pollution measures with quota based approach and carrying capacity	3/3/2016 11:04 PM
35	N/A	3/3/2016 10:43 PM
36	Government vehicles should NOT be exempt from the charging scheme, including ministers' public or private vehicles.	3/3/2016 10:12 PM
37	We need more taxis or private hire cars to ensure the public can call a taxi to arrive within a reasonable time. arrange for low cost parking to be available for private hire cars or cars with drivers to wait and pay a reasonable fee, More park and ride arrangements at MTR stations with reasonable charges.	3/3/2016 9:23 PM
38	無	3/3/2016 9:12 PM
39	No	3/3/2016 8:56 PM
40	Park and ride.	3/3/2016 8:38 PM
41	central HK is a disease get rid of it	3/3/2016 8:04 PM
42	No	3/3/2016 8:01 PM
43	possibly introduce some parking information (where spaces are available and how many) for cars to go to available parking garages outside the zone	3/3/2016 7:57 PM
44	Restating: this measure is going to be costly to implement and eventually not the most efficient. This scheme is not the best way to achieve the aim, which should be to reduce the number of private cars on the roads. The better way would be to double/triple the taxes on private cars. The tax could be modulated based on car emissions; so, 0 emissions would pay maybe 50% tax premium, while a highly emitting vehicle would pay triple	3/3/2016 7:51 PM
45	Exemptions from charges for electric vehicles to promote a greener Hong Kong	3/3/2016 7:49 PM
46	I recommend that the government not waste time. I drive a private car, I use the cross harbour tunnel most of the time. when necessary, I will use the Eastern or western harbour crossing IF i felt that it will save me the time. the same attitude will be applied to when I have to drive to Central. regardless of ERP, i will drive into Central. Here is your additional problem, if you charge the public transportation and commercial vehicles, the cost will be passed on to the consumers. => like I keep saying, it will be the poor that ends up suffering.	3/3/2016 6:50 PM
47	Increase	3/3/2016 6:42 PM
48	None at present, though public consultations on the effectiveness of the scheme should be continued.	3/3/2016 6:40 PM
49	We need to impose charges on ships that emit pollution when they come to our Harbour. It's as urgent as road vehicles	3/3/2016 5:33 PM
50	Make vast swathes of Central a pedestrian zone	3/3/2016 5:29 PM
51	Bicycle and/or personal electric transport specific lanes	3/3/2016 5:04 PM
52	I've no idea	3/3/2016 4:39 PM

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53	same trial for Mongkok!	3/3/2016 4:34 PM
54	Make an hourly charge for any vehicle within the zone that isn't parked in off-road parking.	3/3/2016 4:15 PM
55	Do it as quickly as possible	3/3/2016 4:14 PM
56	Too many to list here. Just give me a policy coordinating role! :-) 1. Gamify the system so that effective players can be exemplified publicly and rewarded with vehicle tax credits making their sociable motoring cheaper. 2. Punish offenders with reference to the value of their vehicles and increase the fine if repeat offenders. 3. Many more suggestions...	3/3/2016 4:10 PM
57	(1) In Germany I can drive to the city (Frankfurt) from my house in 15 mins as they fully co-ordinate the traffic light system and if you drive the speed limit - 50 - you can get to Central Frankfurt without ever having to stop once. The HK traffic light system is totally uncoordinated and there are several road where you basically have to stop at 'every' light because the are not interlinked. This could ease a huge amount of congestion. Nowadays it should be easy to co-ordinate this via wireless technology. (2) Provide parking information for major parking spaces (IFC, CITY HALL, CHEUNG KONG, ETC) at the Central entry points - also practiced in most Germany Cities - so cars do not circulate around to try to find a parking space but head to the one convenient and with respective parking available (so they do not idle).	3/3/2016 3:51 PM
58	I am not familiar with the technology	3/3/2016 3:35 PM
59	No	3/3/2016 3:20 PM
60	Not yet	3/3/2016 3:20 PM
61	如路面空間不足，可考慮採用架空方式	3/3/2016 3:19 PM
62	ERP should not be introduced. Instead 1. the Central Wan Chai by pass should be completed, 2. the police should crack down on double parking by vehicles with and without drivers in them and 3. the government should buy eastern and western tunnels and manage and price the western, central and eastern tunnels in a coordinated way so that the western tunnel in particular is properly utilised and traffic through Central and Wan Chai and Causeway Bay is reduced	3/3/2016 3:14 PM
63	More pedestrianisation in central	3/3/2016 2:13 PM
64	No	3/3/2016 2:08 PM
65	Parking will be needed so there can be completely traffic free zones. Buses should be allowed but electrified. Trams allowed. I would like to see air pollution management as part of it.	3/3/2016 1:49 PM
66	Yes, I think Driver and vehicle licences should be charged as prohibitive a fee as can be levied, perhaps as a percentage of income or company net worth.	3/3/2016 1:42 PM
67	None.	3/3/2016 1:30 PM
68	Strict enforcement of existing regulations.Review fines and fees.Review a clamping and towing policy such as Central London.	3/3/2016 1:19 PM
69	未有	3/3/2016 12:40 PM
70	Entry / exit points to be strategically aligned with car parks to facilitate the option of parking outside the charging zone.	3/3/2016 12:28 PM
71	Pedestrianisation of areas	3/3/2016 12:20 PM
72	Study Singapore. It works.	3/3/2016 12:18 PM
73	No.	3/3/2016 12:17 PM
74	The AM license plates should pay too and a record of how much they run up should be made public! Other than the above I will leave it to those who are paid to do the job do their job (so long as they don't cave in to the riches).	3/3/2016 12:07 PM
75	it's useless	3/3/2016 12:07 PM
76	None.	3/3/2016 12:03 PM
77	Extremely strict policing of parking offences.	3/3/2016 12:01 PM
78	High Occupany Vehicle (HOV) lanes are a good idea and used in many cities. A big part of HK's Central Congestion is the number of vehicles (often large private cars) with a driver and a single occupant in the back. If it were technically possible, the HOV lanes should attract lower tolls. Also, ERP rates should be lower for electric or hybrid vehicles. Lastly, illegal roadside parking should be more strictly policed.	3/3/2016 11:51 AM
79	BIKE LANES!!!!!!	3/3/2016 11:49 AM
80	none for now	3/3/2016 11:46 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

81	Charges should be high enough to seriously defer vehicle use, and exemptions should be ONLY for emergency vehicles being used for emergency response purposes.	3/3/2016 11:24 AM
82	加入環保單車徑	3/3/2016 11:19 AM
83	enforcement of parking/waiting restrictions. More often than not the roads are clogged up by delivery vans or private chauffers waiting for their bosses. They need to be fined on the spot to eliminate this behaviour and get traffic moving. Queens Road Central is a good example.	3/3/2016 11:18 AM
84	Not off-hand	3/3/2016 11:17 AM
85	Nil	3/3/2016 11:09 AM
86	no comment	3/3/2016 11:08 AM
87	A user's charges should be visible to him, so that he can see the amount that he spends. If charges are invisible (or visible only once a month or so) then the scheme will have a lesser effect.	3/3/2016 11:02 AM
88	I am not a specialist in this area. No.	3/3/2016 10:58 AM
89	Just enforce parking laws. Fine them. Tow them. Simple.	3/3/2016 10:50 AM
90	na	3/3/2016 10:47 AM
91	Strict enforcement of the no parking regulations, more use of clamps/towing and substantial increase in the fines for illegal parking.	3/3/2016 10:44 AM
92	I leave that to experts.	3/3/2016 10:34 AM
93	Restrict access to the roads. Those who use the roads can afford to pay the charge and the scheme will be without benefit or effect. Prevent cars stopping in the central area because that is the main cause of the congestion.	3/3/2016 10:34 AM
94	Free installation of the IVU for volunteers.	3/3/2016 10:25 AM
95	Goods vehicles should deliver goods at night in Central, no it during the daytime	3/3/2016 10:25 AM
96	The obvious one is illegal parking. I feel this is a major contribution to traffic congestion in Central and Wan Chai. I work in Harbour Road, the left hand lane in both directions of which is blocked by Drivers the entire day. It seems the people who can most afford to pay for parking (since they can afford a Driver and luxury cars) have no concern at all for the misery and economic impact of jamming the roads with their cars. Illegal parking fines should be steeply increased in the short term and in the long term, I would hope technology could be used to issue parking tickets to illegally parked cars in the same way red light cameras or speed cameras capture number plates. The owners and employed Drivers who park illegally are not concerned at all about the police moving them on. The Driver drives the car around the block and parks the car in exactly the same place again. I see it all day every day outside my office window.	3/3/2016 10:14 AM
97	不應該中區電子道路收費	3/3/2016 10:14 AM
98	Ban all commercial vehicles that are pre Euro-4 diesel engines.	3/3/2016 10:09 AM
99	Combine tag with Autotoll. Close and Pedestrianise streets. Build more carparks to allow commuters to park and ride.	3/3/2016 9:58 AM
100	Ideally, the charging device in the car should "beep" and the amount of the charge should be displayed in LED (not LCD) so that drivers know how much their trip into the ERP zone has just cost them	3/3/2016 9:55 AM
101	Turning Des Voeux Road Central into a pedestrian zone would greatly complement the ERP scheme.	3/3/2016 9:55 AM
102	Enforce rules about double-parking! Monitor cars emitting fumes.	3/3/2016 9:51 AM
103	Warning signs that are clear to motorists that they are entering a Toll Zone, and showing a alternative toll free route.	3/3/2016 9:49 AM
104	1. In the same time as we try to reduce the car traffic, we should give more space to the pedestrians (larger sidewalks, more pedestrian crossings). Many cities have successfully implemented this, e.g. Paris. 2. We should make other similar pilots in Causeway Bay and in Tsi Sha Tsui, which have great potential for pedestrian shopping, leasure and tourism development if car traffic is reduced and pedestrian space is increased.	3/3/2016 9:46 AM
105	As stated above, I suggest to improve the present Park & Ride MTR scheme. Make the walk between car and train shorter and simplify claiming the P&R concession. Also build more P&R points.	3/3/2016 9:45 AM
106	Think about moving loading and unloading zones, prevent waiting vehicles from stopping areas blocking traffic, move private bus stops to areas not effecting traffic	3/3/2016 9:40 AM
107	Reduce the number of parking space on the street. Anyone wants to park, go find a carpark.	3/3/2016 9:30 AM
108	控制使用道路車輛的數量	3/3/2016 9:29 AM

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109	transform some areas of central, wanchai, TST into pedestrian areas and close them for traffic	3/3/2016 9:28 AM
110	no suggestions	3/3/2016 9:24 AM
111	No	3/3/2016 9:21 AM
112	ENFORCE parking regulations. Change the illegal parking fine to HKD 1,500 for first offense and HKD 3,000 for second offense. The fine for littering is HKD 1,500. Why not for illegal parking? Hire hundreds of Traffic Wardens. Pay Police and Traffic Wardens bonuses based on the number of fines they give. Police is not doing their job. All across HK, you can always see illegally parked vehicles under the sign "Illegally parked vehicles will be prosecuted without warning". Check in front of Prince Building the double or triple parking, every single day.	3/3/2016 9:12 AM
113	no at this moment	3/3/2016 9:10 AM
114	No	3/3/2016 9:10 AM
115	no	3/3/2016 9:08 AM
116	pedestrian only zones	3/3/2016 9:08 AM
117	No	3/3/2016 9:07 AM
118	Yes - Central tunnel to charge more or at least the same as the other tunnels	3/3/2016 8:56 AM
119	Car pooling	3/3/2016 8:51 AM
120	Any revenue generated should be used to improve the standard of living for those in need in Hong Kong. ie - those living in caged accommodation	3/3/2016 8:46 AM
121	covers all of HK	3/3/2016 8:35 AM
122	Pedestrian only periods in central, noon to 2pm and 5pm to 7pm daily.	3/3/2016 8:26 AM
123	Look at New York: they just painted bike lanes on the street to get rid of everlasting parking vehicles and it brought lots of quality into urban life style.	3/3/2016 8:23 AM
124	Stronger traffic enforcement by police in Central. Currently it is completely slipshod.	3/3/2016 7:52 AM
125	Also, already-existing traffic regulations, which are now largely ignored, should be rigorously enforced -- no need to wait for road pricing.	3/3/2016 7:48 AM
126	none - sorry	3/3/2016 7:46 AM
127	政府須作詳細“真”諮詢	3/3/2016 7:32 AM
128	There must also be a crack down on illegal parking and an increase in the amount of parking fines which have been the same for a long time.	3/3/2016 7:23 AM
129	no	3/3/2016 7:23 AM
130	No.	3/3/2016 7:21 AM
131	Elasticity of demand and real time charge changes n update. Use technology used by uber	3/3/2016 7:19 AM
132	同上	3/3/2016 7:10 AM
133	No	3/3/2016 6:52 AM
134	Skirt Central with new roadways.	3/3/2016 6:48 AM
135	TIGHTER POLICE CONTROL	3/3/2016 6:34 AM
136	Introduce effective policing. Currently drivers misbehave with impunity. Introduce vehicle free days.	3/3/2016 6:26 AM
137	No	3/3/2016 5:59 AM
138	No	3/3/2016 5:37 AM
139	Pedestrianize Central as far as possible	3/3/2016 4:55 AM
140	Ensure that illegal parking is monitored and dealt with more efficiently. Some of the congestion is caused by illegal parking which is not followed up by police/ traffic wardens.	3/3/2016 4:54 AM
141	Not until it is determined whether this scheme, which is the most obvious by far, has succeeded	3/3/2016 4:24 AM
142	局長下台	3/3/2016 4:18 AM

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143	There should be initiatives and developments to encourage alternative modes of transport, such as making existing roads more cycle-friendly and developing a cycleway all along HK Island's Northern Harbourfront to enable people to commute to Central by bike. Relevant bicycle parking/storage facilities at various areas to support this. Moreover, more portions of Central should also be pedestrianised at least 1 weekday per week (say Friday), including Des Voeux Road Central and/or access only allowed to emergency/disabled sticker vehicles. This can initially be implemented on a trial basis. The Des Voeux Road Central Initiative is highly laudable. Finally, existing pedestrian links should be improved and expanded to deal with added pedestrian traffic.	3/3/2016 2:30 AM
144	Law enforcement!! This is the only way. I have mentioned others under the other questions. Eg: - enforcing the law regularly to deter the culprits from causing congestion; - enforce the law fairly - all vehicles should be penalised without exception! The police should not avoid enforcing the law against vehicles that appear or are known to be owned by "connected" persons; - change the law to deduct points from repeat offenders. HK is a small place. We cannot congest the roads; - the infrastructure is already in place. The police just have to be proactive (not an issue of more since they are NOT proactive). For some reason, they don't think it's their job to enforce laws governing use of public roads.	3/3/2016 2:28 AM
145	improve parking provisions outside restricted area	3/3/2016 2:06 AM
146	The proposal already notes, it will be critical that the scheme is not launched in isolation. Drivers will need the reassurance that car parks are being built at public transport hubs, particularly MTR stations outside the Central area. Parking fees at stations should be kept at affordable levels, and should be significantly lower than in the ERP area.	3/3/2016 1:39 AM
147	proper road traffic law enforcement by the police and transport dept. There is too much lax enforcement all over HK from all quarters.	3/2/2016 11:47 PM
148	No, people with cars will be difficult to convince that this is a good idea	3/2/2016 10:59 PM
149	Bike lanes, bike lanes, bike lanes. Pedestrian area plan as set out by the Civic Exchange.	3/2/2016 10:11 PM
150	Extend system HKI and K	3/2/2016 10:03 PM
151	完全不同意電子道路收費計劃。	3/2/2016 8:52 PM
152	Strict enforcement of illegal parking in the Central/Admiralty/Sheung Wan area from now until implementation of pilot scheme	3/2/2016 8:44 PM
153	Illegal parking must also be tackled. Promote walking and cycling by rewarding people who use these types of transport and making it easier and safer to do both.	3/2/2016 8:39 PM
154	Improvement on existing public transportation services and enhancement of park & ride scheme	3/2/2016 8:00 PM
155	Tighter emissions standards in central area	3/2/2016 8:00 PM
156	Pedestrian area expansion	3/2/2016 7:43 PM
157	we have a great transportation system already in place. I do not believe that we need any other measure to complement the implementation.	3/2/2016 6:11 PM

**Q18 I have the following comments on
Electronic Road Pricing Pilot Scheme in
Central:我對中環電子道路收費先導計劃有下列
意見：**

Answered: 162 Skipped: 213

#	Responses	Date
1	Solve the problem of serious illegal parking and consider to implement 'no stopping restriction' in some central area first, see the result, and then consider next step.	3/14/2016 6:07 PM
2	The ERP Pilot Scheme is long overdue as the first proposals for electronic road pricing were made over 30 years in 1984 and other major cities such as Singapore and London have already proved the success of ERP.	3/14/2016 2:13 PM
3	The roads will belong to those rich people. The police should enforce traffic regulations regularly to avoid people using the roads unfairly.	3/13/2016 9:12 PM
4	I fully support and think that this should have been implemented ages ago. Transport Department is so SLOW and shows no initiative !!!	3/13/2016 7:27 PM
5	none	3/10/2016 7:45 PM
6	I am not in favour of Electronic Road Pricing for the use of the Connaught/Gloucester Road Corridor, I am in favour of Electronic Road Pricing for the use of the inner areas only.	3/10/2016 6:06 PM
7	We absolutely need to move away from the heavily car-centric transportation infrastructure that have today. We need to be flexible (and be open-minded) in supporting other more environmentally sustainable modes of transportation - EVs, LEVs, e-bikes, bicycles...etc. For crying out loud, the electric Renault Twizy is the ideal urban vehicle yet it cannot be legally registered in Hong Kong (due to some archaic requirements about the A pillar or something) - but it's legal in Macau!!!!	3/9/2016 2:48 PM
8	1. The following benefits will justify a well-designed , well-managed and hence effective ERP system: a. Reduced congestion due to: i. People switching from private cars and taxis to forms of transport such as buses which make better use of road space or MTR and foot which use no road space. ii. Less circling of chauffer driven cars waiting to pick-up their owners. This reduced congestion will have substantial financial benefit. b. Reduced air pollution and carbon emissions - as noted in para 2.3.5 of the consultation document. Note: i. The reduction in air pollution should improve health. The Consultation document seems to leave out mention of this health benefit. I hope the final document will include it. ii. The carbon emissions have an 'external cost' in the damage they do to the climate. A carbon price should be applied to the reduction in emissions as part of the benefit to the public of the ERP scheme. c. The switch to public transport and reduction in traffic will make it more feasible to (a) avoid building further roads with substantial cost savings; and (b) pedestrianise some roads and allow freer pedestrian crossings in others. 2. Features needed for the ERP system to be well-designed: a. Clear objectives: The system should be designed and managed around targets to increase the speed of traffic flow by a certain amount on key roads. b. Insulation of the management authority from political pressure: The system should have a managing authority which is given an area which is larger than the initial scheme and the power, after appropriate consultation, to alter the number and location of cordons within this area and the charges. [NB: The Central Cross Harbour Tunnel appears to provide an example of political pressures preventing the alteration of charges to reduce congestion.] c. Flexibility to change the cordons and charging system: As noted in point b the authority managing the scheme should be able to change cordons and fees. Frequent modest changes should be an acceptable part of optimising the scheme.	3/9/2016 2:33 PM
9	If the police quickly gave fines to the private cars with chauffeurs, as well as the lorries blocking the roads between 08:00 to 20:00 there would be way less traffic jams	3/8/2016 9:59 AM
10	Please think about the general citizens We have right to use the roads in HK But have no money to against this It's only harm to the poor but not to the rich Not fair	3/7/2016 11:51 PM
11	It is always better to also think about how to improve short-distance mobility for people and goods in the district to compensate for the control/ban of vehicle (people mover, personal rapid transit etc.). But I understand it is too much to ask for in practice at the moment. It also the safest to stick with existing technology.	3/7/2016 11:12 PM
12	Fully support and should be implemented as soon as possible.	3/7/2016 9:15 AM
13	Sooner the better as long as it is 'well done'.	3/7/2016 12:08 AM
14	Unnecessary and ineffective	3/6/2016 8:34 PM

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15	Nil	3/6/2016 6:16 PM
16	N/A	3/6/2016 5:08 PM
17	不需要討論	3/6/2016 4:48 PM
18	I do not support ERP anywhere in Hong Kong. What will happen if after having the ERP, the traffic congestion in Central does not improve?	3/6/2016 12:49 AM
19	great idea, but let's not be too rapacious, let's think positively and holistically about how it can benefit ALL of society (including clean air), and if it isn't working close more roads!	3/5/2016 6:20 PM
20	If this scheme is effective, then I hope that you can use it in other parts of Hong Kong which are seriously congested.	3/5/2016 5:39 PM
21	I agree with Paul Zimmerman's view as published in Southside magazine	3/5/2016 3:50 PM
22	It is overdue! Let's not let this become yet another "Public Consultation" that is merely lip service.	3/5/2016 3:45 PM
23	it's infringing the privacy	3/5/2016 2:21 PM
24	Forget about the scheme. Penalise illegal parking. Privatised the duties of traffic police to relieve the police workload. I can guarantee the free flow of traffic.	3/5/2016 2:03 PM
25	Central roads should be no private cars between 8am - 8pm.	3/5/2016 11:55 AM
26	One can only lament the lack of initiative that has delayed even consideration of road pricing so long after other cities have inaugurated their schemes.	3/5/2016 1:05 AM
27	No ERP for me.	3/4/2016 11:55 PM
28	Don't do it, this is a last solution, there are many other things that should be implemented first.	3/4/2016 11:43 AM
29	The sooner the better.	3/4/2016 10:58 AM
30	Can we bring forward the timeline so that we start sooner? Hong Kong needs this.	3/4/2016 10:49 AM
31	1. Government cannot prove ERP is effective to ease traffic problem in the area. 2. Rich people simply don't care about the charge, only those in real need will suffer. 3. Enforcement should be strengthened as the current congestion is due to fail on enforcement. 4. Should wait until proving Central Wanchai By-pass cannot ease the traffic then ERP.	3/4/2016 10:33 AM
32	I'm concerned that the small back streets round the edges of Central/WanChai/Sheung Wan will be clogged with traffic trying to avoid the pricing scheme. Need to think carefully how to avoid that	3/4/2016 8:31 AM
33	there are too many double parked private cars waiting, loading and unloading in congested areas of the streets in central. keep them out and the problem of congestion in the streets of central area will be much better. assign areas for waiting, loading and unloading of private cars in less congested streets.	3/3/2016 11:15 PM
34	The entire scheme should alleviate pollution problems	3/3/2016 11:06 PM
35	I think the method of charging should be on hourly basis, thus, to discourage drivers/vehicles to linger too long in the chargeable area.	3/3/2016 10:43 PM
36	It is long overdue. It has been a success in Singapore and elsewhere. Bring it in NOW.	3/3/2016 10:12 PM
37	In favor	3/3/2016 10:06 PM
38	The problem of congestion in Causeway Bay and Central is exacerbated by the inability for people living in certain areas of Hong Kong to get a taxi or high quality private hire car. These areas are often locations where people can afford to buy a car and employ a driver and the only way to get into town is by using a private car.	3/3/2016 9:27 PM
39	None	3/3/2016 8:56 PM
40	It is about time!	3/3/2016 8:39 PM
41	Get a life and walk	3/3/2016 8:08 PM
42	it's long overdue to reduce congestion and pollution	3/3/2016 7:57 PM
43	Not the best idea	3/3/2016 7:51 PM
44	Please provide an exemption for electric vehicles to promote a greener HK.	3/3/2016 7:49 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

45	there should be NO ERP in HK, regardless of the cost, the richer road users will just drive into Central. it is the poorer road user that will be hurt. the poorer are the only ones that will stop entering Central. I recommend that the government not waste time. I drive a private car, I use the cross harbour tunnel most of the time. when necessary, I will use the Eastern or western harbour crossing IF i felt that it will save me the time. the same attitude will be applied to when I have to drive to Central. regardless of ERP, i will drive into Central. Here is your additional problem, if you charge the public transportation and commercial vehicles, the cost will be passed on to the consumers. => like I keep saying, it will be the poor that ends up suffering. the solution to prevention of the Rich from going into Central... is to let the congestion worsen. when it gets bad enough, everyone will say it is more reliable to use public transportation. ESPECIALLY the MTR. Focus on how you can hurt the rich, that is how you will reduce congestion in the central area. Have stronger enforcement on traffic violations as well.	3/3/2016 6:53 PM
46	Increase parking spaces at nearby areas to facilitate a "park'n walk" environment.	3/3/2016 6:51 PM
47	I think it is an excellent plan, as it will promote greater reliance on our already exemplary mass transit system, whilst decreasing our dependence on private vehicles. A closer system for monitoring traffic flow is to be encouraged. Based on the findings of such research, it would be ideal to begin pedestrianising areas where vehicles are ultimately found to be unnecessary,	3/3/2016 6:42 PM
48	This has been discussed and discussed. It doesn't need to be perfect to be implemented. Just do it! Some areas of Central should be car free, too.	3/3/2016 5:34 PM
49	Forget about ERP, just ban all private vehicles into the area during office hours	3/3/2016 5:05 PM
50	ASAP	3/3/2016 4:40 PM
51	ERP doesn't work by itself or in isolation. Authorisation is better. Stop your addiction to revenue raising when the HKSAR Government has such a massive reserve that isn't being used for the benefit of the people.	3/3/2016 4:17 PM
52	It is an inevitability until we have MTR stations everywhere and self driving vehicles. I support the scheme.	3/3/2016 4:11 PM
53	Great, even better would be to ban all petrol & diesel driven vehicles from the Central Districts and make HK the first electric & LPG city centre in the world. Now that would positively put us on the map!	3/3/2016 3:52 PM
54	The scheme should consider measures that can reduced illegal parking, reduce no. of vehicles with drivers waiting their master at the roadside, reduce vehicle that send goods and products to the shops and companies in busy periods.	3/3/2016 3:37 PM
55	it is high time that we have electronic road pricing. it work in many cities in the world and cuts road pollution. JUST GET ON WITH IT!!!	3/3/2016 3:37 PM
56	絕對應該實施電子道路收費計劃，同時應再設法阻止「老細車」在區內停泊(無論是合法或非法)，嚴重影響其他道路使用者	3/3/2016 3:22 PM
57	If it is successful in other major cities why is it taking so long to carry out the trial?	3/3/2016 3:21 PM
58	No	3/3/2016 3:20 PM
59	Instead of introducing ERP which is unnecessary and intrusive, the government must take control of all three tunnels, harmonise their pricing, complete the central wanchai bypass, crack down on double parking and loitering of vehicles with and without drivers in them	3/3/2016 3:17 PM
60	I fully support it for many reasons. They include: better air quality, reduce unnecessary car travel, promote public transportation, reduce road traffic, and with all other 'world cities', it just makes good common sense. Thank you for taking this issue on!	3/3/2016 2:56 PM
61	Using electronic road pricing to control the traffic in HK is a very stupid measure. Best would be for everyone to live in MidLevels and take train to work. But the property price has forced HK citizens to move further from city. And to even places that public transport is not accessible. Government should look at the core of issue by means of road extension and provision of more public transport. Instead of punishing poor people who can't afford to live in city but places with no public transport accessible. The more adverse condition we are in, our government earns more out of it.	3/3/2016 2:32 PM
62	Lets do it!	3/3/2016 2:14 PM
63	I do not support this and do not believe it will achieve anything but penalise the less well off and raise money for government. The rich will not care and will continue to drive. Did the first registration tax work to reduce vehicles on the road? Of course not as you now want to introduce ERP as their are too many cars!	3/3/2016 2:12 PM
64	I'm in favour of the scheme so long as it is implemented correctly. Unfortunately, I don't believe that this government will listen to anything that the public wants. I'm sure they have already decided what they will do and this survey is a waste of time. Our government officials are incapable of organising sexual intercourse in a brothel, how could they possibly organise a road pricing system?	3/3/2016 2:08 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

65	中環塞車其實係因為好多司機停車等候，另交通緩慢，以致交通不暢通而擠塞，這些車的車主當然唔介意收費，對他們來說，少些車更加好，但係收費就影響咗好多唔想比錢嘅市民，使他們生活百上加斤。所以先想想怎樣治標，才是對應方法，否則，全個方案，只會方便了很小部分的人士。	3/3/2016 1:52 PM
66	Excellent idea - please also measure air quality. Buses should be allowed but speeding must be controlled and ideally the buses should be electrified.	3/3/2016 1:50 PM
67	I would like to endorse Cllr Paul Zimmerman's personal view upon what should and should not be done.	3/3/2016 1:46 PM
68	It's great, expand it.	3/3/2016 1:43 PM
69	Should be carried out asap.	3/3/2016 1:28 PM
70	One should have been implemented in 1980s when first mooted.Try not to take another 30 years.Target selfish users who should be on public transport.	3/3/2016 1:23 PM
71	Whatever we ask for, we will not get. The Govt. does not react to the people and pollution gets worse by the day.	3/3/2016 1:09 PM
72	Align with urban planning of pedestrianization schemes.	3/3/2016 12:29 PM
73	Please do look at the parking situation throughout Central. People seem to think it is their right to park wherever they need to sometimes. This problem should be illuminated first before the road pricing system is even taken any further.	3/3/2016 12:28 PM
74	This should be introduced without further delay.It's 30 years since Sir Alan Scott proposed it!	3/3/2016 12:21 PM
75	This should only be implemented once the central - North Point bypass is complete and in operation.	3/3/2016 12:17 PM
76	the problem is the roads. why is it real estate value so highly concentrated on that area? just develop new business area will be a lot more helpful then charging for the road.	3/3/2016 12:09 PM
77	Central is not the only place where ERP needs to be implemented.	3/3/2016 12:02 PM
78	Thanks for putting this proposal together! I hope my answers were helpful in some way.	3/3/2016 11:49 AM
79	none	3/3/2016 11:46 AM
80	若是進行計劃，公營交通工具如小巴士應作豁免	3/3/2016 11:45 AM
81	盡快進行	3/3/2016 11:20 AM
82	Encourage walking/public transportation. Create pedestrian shopping zone like in many European capitals. Des Voeux Road? Trams should be used to get people through the congestion zone quickly and efficiently -- when the tram does not have to contend with car/bus traffic.	3/3/2016 11:19 AM
83	I am in favour	3/3/2016 11:18 AM
84	Something must be done to stop all these private cars blocking up Central. Is a problem with private cars bring patients to one of the numerous doctor's surgeries there. Surely our public transport: buses, PLB's and taxi's are good and the envy of many Cities in the world.	3/3/2016 11:18 AM
85	付得起的人不會受影響，對中下階層或從事運輸物流行業的人最受打擊，即收費區等同富人區。政府應須在繁忙時段加強執法取締違法泊車及停車等候行為。即使實施收費，停車等候行為仍不會因此而減少，相反會鼓勵駕駛者停在路邊等客，以避免多次經過收費點，增加路面負擔。	3/3/2016 11:17 AM
86	No further comments	3/3/2016 11:10 AM
87	no comment	3/3/2016 11:09 AM
88	Please do this.	3/3/2016 11:02 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

89	<p>Whilst it may prove a necessary or worthwhile measure in the future, there are two obvious things that first could and should be addressed to alleviate HK's traffic congestion problems. Firstly, the Cross-Harbour Tunnel. The fact that the CHT is the most centrally located tunnel, and is also the cheapest, makes no sense whatsoever from a town-planning perspective. The fact is the CHT backs us appallingly and causes knock-on congestion in not just in CWB, but inland into Happy Valley, west into Tai Hang / Tin Hau, and east into Wanchai and Admiralty. I have no idea what the actual traffic flow statistics are, but I am certain that the CHT carries more traffic daily than either the eastern and western tunnels, and probably more than both combined. The fact is, HK needs to ensure that traffic is evenly distributed across those three tunnels, and given that the eastern and western tunnels are further away from the CBD, then they should be cheaper than the CHT to incentivise drivers to use them, not more expensive! The cost of using the CHT should be significantly increased, and the costs of using the E + W should be significantly decreased. Of course, there is an issue of cost of construction, return on investment, and financial interests of the investors in the tunnel holding companies. But there are various ways to approach these issues. With CHT costs going up and E + W costs going down, it may prove that with the expected change in traffic flows, each tunnel still generates the same revenue and thus the financial interests are unaffected. However, whatever impact on revenues there may be, the HK government can (a) put in place the contractual framework between all parties to redistribute revenue being the tunnel companies, or (b) subsidise the use of one of more of the tunnels out of our regular and considerable budget surplus. Either way, until the overflow congestion from the CHT is resolved, HK's traffic from Central to Tin Hau and within Kowloon will not meaningfully improve. The second issue is illegally stopping / parked vehicles in central, and the incredibly weak response by HK police and government to address this. Queen's Road Central, Wellington Street / Lyndhurst Terrace, Chater Road, Pedder Street are all hot-spots for this, and it caused chaos. Take Wellington for example; I regularly see lines of chauffeur-driven cars double-parked on Lyndhurst Terrace, reducing the road width so much that the buses and trucks that need to use this route cannot turn the corner from Wellington into Lyndhurst. Do they move? No. Why not? Because there is no one there to make them. You see the same practice happening on all the streets I mentioned above. It is always chauffeur-driven vehicles, and the dynamic here is obvious. (A) The owners want the convenience of having their car just around the corner so they can have it to them at a moment's notice, so the drivers do not leave the CBD to find a real parking location in a less congested area. (B) The police make very little effort whatsoever to clamp down on this sort of antisocial behaviour, and are rarely a presence on the streets in this regard. (C) Even if the police are on their once-a-month ticketing day, it's clearly such a rare occasion and the costs of the fines are so low, that they act as no deterrent whatsoever, especially to those citizens wealthy enough to afford the luxury of chauffeur driven vehicles. The fact is that Hong Kong's parking restriction planning is a mess. There are countless streets that are unclear in terms of signs and road markings (or the total lack thereof) as to whether parking is allowed. The ERP proposal references London as a model; what HK should so is emulate London in its deployment of single-yellow / double-yellow / red-route / loading-only / taxi-only / free 20 min stopping / paid-parking, on essentially every single foot of road in the CBD. Nowhere should be unclear as to the parking restrictions. And to enforce this, the police either need to be a lot more proactive, and be armed with the right to issue much higher fines, or HK needs to consider placing traffic-related CCTV in key areas. Obviously, the use of CCTV entails a much wider debate on civil liberties and surveillance culture, and in many ways London is an example of an overly-surveilled 'police state', however, one reason why the traffic has massively improved in the last decade on key thoroughfares is the deployment of 'red routes' (i.e. no stopping whatsoever between peak times, or use of bus lanes) and the fact that cameras are there to insure that any misuse is detected and punished, without fail. There is a third more minor issue of taxi drivers being properly educated that it's not appropriate or acceptable to just stop in the middle of a road of flowing traffic because the passenger has asked him to, but that it's necessary to continue to the first point where they can conveniently pull to the side of the road to avoid blocking traffic. But this is just obvious common sense. If HK can address these twin issues - the congestion epicentre that is the CHT, and the antisocial and frankly highly entitled behaviour of double-parking, then HK's traffic problems will surely be alleviated and perhaps ERP will not be necessary. So let's do the easy things first, and then save the hard things for later if they do unfortunately prove to be necessary. PS - I am of course aware that the vested interests in HK would love ERP to be instigated as there will clearly be money to be made from the cost of its installation, and its existence will not affect them one bit, given that the proposed costs to drivers are so pitifully small, so much that the only people it will impact on are average Hong Kong folk (riding in taxis and with the inevitable passing on of costs by businesses in the CBD), leaving them in their chauffeur-driven Alphards unaffected and free to continue blocking Central's streets as they already do.</p>	3/3/2016 10:53 AM
90	Just tow the offending vehicles. They'll never park illegally again.	3/3/2016 10:52 AM
91	asap	3/3/2016 10:47 AM
92	Abandon the idea and address the real causes of the congestion. The ERP will cost too much in implementing and maintenance, if the real intention is to reduce traffic then shut the roads or restrict access and prevent cars from stopping without having good reason to do so.	3/3/2016 10:38 AM
93	Besides imposing the Electronic Road Pricing Pilot Scheme, the HKSAR Government should at the same time raise the "Motor Vehicles First Registration Tax", so as to mitigate the long-term traffic growth in Central area in a concerted manner.	3/3/2016 10:36 AM
94	Taxi drivers are concerned about their possible problem of receiving a call from someone in Central but failing to show up. Who is to compensate their loss. I think this is a genuine question deserving consideration.	3/3/2016 10:29 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

95	its a good idea. Bad / selfish parking penalties need to be much higher too.	3/3/2016 10:26 AM
96	I feel illegal parking is largely a problem created by the elite in HK. I feel serious efforts to tackle illegal parking must be addressed at the same time the ERP system is implemented	3/3/2016 10:17 AM
97	不應該中區電子道路收費	3/3/2016 10:14 AM
98	Can't start soon enough!!	3/3/2016 10:09 AM
99	Guess the root cause of the congestion remains many private cars driving in circles while waiting for bosses. A step-up charges on the time spent in the paid area may alleviate part of the problems.	3/3/2016 10:06 AM
100	The scheme should seek to remove polluting vehicles fro urban areas and encourage environmentally friendly electric cars.	3/3/2016 9:59 AM
101	ERP has a bad name from the first time it was proposed during the late British era, wrongly in my opinion. We use it in the U.S. for bridges and it's fine.	3/3/2016 9:58 AM
102	It is absolutely crucial that this scheme is implemented in order to finally curb the excessive and unnecessary traffic in Central District.	3/3/2016 9:55 AM
103	I doubt it will have much effect on reduction of traffic & for those operating delivery services will then have to absorb this new cost.	3/3/2016 9:55 AM
104	n/a	3/3/2016 9:51 AM
105	I think that the Singapore scheme is the best in terms of suitability for Hong Kong's Roads. ERP can also help the police in detecting unlawful driving in the CBD and possibly in more parts of Hong Kong.	3/3/2016 9:50 AM
106	Go ahead with it!	3/3/2016 9:46 AM
107	ERP should apply to inner roads, like Queen's Road Central and Des Voeux Road Central and the connecting roads only.	3/3/2016 9:46 AM
108	越搞越複習	3/3/2016 9:45 AM
109	反對。中環塞車是因為路窄之餘還有人違例泊車。	3/3/2016 9:30 AM
110	no comments	3/3/2016 9:25 AM
111	I'm against this scheme, like I said rich people dont care if there is a charge or not it is just to prevent other people from travelling to Central and just creates and divide between rich and poor even more prominent.	3/3/2016 9:24 AM
112	We have to reduce our dependency on cars. We have to stop drivers waiting for their rich employers and blocking bus access in Causeway Bay.	3/3/2016 9:23 AM
113	中環多建停車場，嚴格執行禁止停車，即可大大改善。	3/3/2016 9:19 AM
114	It should be expensive to drive a car into Central and ANY other area where the traffic is bad. It is too cheap to drive around HK. Make it expensive to the point where people take buses and the MTR. Money collected by the scheme should go to improve public transports, promote electric vehicles.	3/3/2016 9:14 AM
115	Difficult to implement and would allow mainly the rich people occupy central.....i always have mixed feeling on this, so the charges should not be high, say 20-30 HKD per pass will be good enough.	3/3/2016 9:12 AM
116	Hurry it up!	3/3/2016 9:10 AM
117	It is long overdue. The car-ownership issue in HK is a real problem, especially with large cars travelling with very few people. There are many places in Central where cars pick up and park people, blocking traffic further.	3/3/2016 9:09 AM
118	None	3/3/2016 9:07 AM
119	Get it done	3/3/2016 9:04 AM
120	My query is what about owners of cars who own carparks in the areas near Central (e.g. Arbuthnot Road)? Does that mean everytime we use our car we will be charged or are there plans for concessions for people who live in those areas? Thank you for a response or clarification in this matter.	3/3/2016 8:59 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

121	I do not believe that the ERP will significantly reduce traffic in Central - those in Hong Kong who have cars will drive regardless. People will be forced to use other roads on the island that are already congested, thus shifting the problem from one area, to another. Therefore, this will just become another revenue generating scheme for a government that already has a HK\$95bn surplus. Perhaps a better use of this period is to look at the cause of traffic, for example poorly designed intersections with multiple unnecessary traffic lights where traffic movement is limited. Additionally cracking down on drivers who park illegally on the side of the road, or stop in hatched areas at junctions, will increase the capacity of the roads. Simple technology as proposed in the ERP (ANPR) can be utilised to implement these schemes. By improving these areas traffic flow will be increased without additional costs to motorists.	3/3/2016 8:54 AM
122	Pricing scheme has to be flexible to suit all holiday-drivers and daily drivers.	3/3/2016 8:54 AM
123	Should have been introduced years ago	3/3/2016 8:51 AM
124	A similar scheme should be introduced in other congested and polluted areas of town	3/3/2016 8:40 AM
125	should have been done 30 years ago along with electric trolley buses in Central and more pedestrian roads (no traffic) inside all cities in HK	3/3/2016 8:37 AM
126	Should have been implemented when first proposed 30 years ago.	3/3/2016 8:27 AM
127	Looking at London, it won't change much, but making more liveable urban space for people is the priority. If it does not work, then transform at least some main streets into pedestrian areas, or paint some bike lanes where parking cars just could park inside a car lot in almost any building.	3/3/2016 8:25 AM
128	支持	3/3/2016 8:18 AM
129	against electronic road pricing pilot scheme	3/3/2016 8:14 AM
130	Get it done, get it done NOW. We have been putting it off for decades, while other modern cities around the world - including Singapore, have already achieved a very high level of success with Road Pricing Schemes.	3/3/2016 7:53 AM
131	本人不贊成道路收費。	3/3/2016 7:51 AM
132	it's been a long time coming - 20+ years the discussion has been going on, it's about time to return the streets to the pedestrians, and not just the cars!	3/3/2016 7:47 AM
133	reduce 4 wheel traffic but not for two wheel vehicles	3/3/2016 7:24 AM
134	I support Paul Z's personal view as written in Southside Magazine	3/3/2016 7:22 AM
135	反對任何形式收費！	3/3/2016 7:10 AM
136	Great idea and hopefully can be extended to other areas such as Causeway Bay and TST	3/3/2016 6:53 AM
137	It will not alleviate the problem. Charging vehicles more money has never worked from increase in tunnel fees to very high import duties on cars. It is taxation with no advantage.	3/3/2016 6:52 AM
138	Please introduce as soon as possible.	3/3/2016 6:27 AM
139	Just do it!	3/3/2016 6:00 AM
140	None	3/3/2016 5:59 AM
141	Perhaps a good way to alleviate traffic congestion	3/3/2016 5:45 AM
142	Long overdue. Should provide savings in road construction Improve quality of life. Encourage cycling and walking	3/3/2016 4:56 AM
143	Long overdue. There is way too much totally unnecessary usage of private vehicles driven by laziness, smugness and/or arrogance	3/3/2016 4:26 AM
144	張炳良立即下台	3/3/2016 4:18 AM
145	沒有	3/3/2016 3:50 AM
146	It is long overdue, given the explosion of the number of cars in HK in recent years, which has caused substantial congestion at all times not just in Central but on the north of HK island from Sheung Wan all the way to Causeway Bay. Many other cities have implemented it to great success. The charge has to be high enough to deter people from driving into Central, remembering that they can already afford to pay HK\$400,000+ for a car (and possibly HK\$20,000 per month for a driver to drive it).	3/3/2016 2:32 AM
147	See comments above.	3/3/2016 2:28 AM
148	Widen pavements, remove railings, allow outdoor cafe-style seating, encourage awnings and rain-shelter, reduce speed limits for all vehicles and police infractions severely	3/3/2016 2:09 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

149	This initiative is long-overdue. The vast majority of Hong Kong people do not own cars, and most private car owners do not need to drive in Central. Cities around the world are rapidly learning that as their populations increase, they cannot afford uncontrolled private car ownership. Cities that do impose restrictions on private car access enjoy cleaner air, more efficient and profitable public transport and a healthier environment.	3/3/2016 1:48 AM
150	Long overdue and badly needed. HK has too many cars already	3/2/2016 11:47 PM
151	Perfect	3/2/2016 10:59 PM
152	Hong Kong is decades behind other major cities in terms of walkability. On Gilman St and around the corner on Connaught Road Central. There are ALWAYS illegally parked luxury cars with just the driver inside waiting for the boss. Seniors citizens are forced to step out onto the road just to catch the bus. This is unacceptable and I have never seen any police there to enforce the law.	3/2/2016 10:14 PM
153	完全無成效，交通問題在於中區所謂"老闆車"長期在中區，金鐘，灣仔等待而做成交通堵塞，只需要針對性令老闆車不能長期在中區，金鐘，灣仔等候，交通堵塞問題一定得到改善	3/2/2016 10:09 PM
154	Get the **** on with it!!	3/2/2016 10:03 PM
155	Burden of poors.	3/2/2016 9:21 PM
156	Tie in with pedestrianisation schemes.	3/2/2016 9:17 PM
157	收費只增加道路擠擁	3/2/2016 9:13 PM
158	完全不同意電子道路收費計劃。應禁止私家車在上午7時至凌晨12時進入德輔道中。	3/2/2016 8:54 PM
159	Have this scheme implemented as soon as possible	3/2/2016 8:45 PM
160	In order to be effective there should not be too many exemptions	3/2/2016 8:40 PM
161	Waste of time and money!	3/2/2016 8:01 PM
162	收費	3/2/2016 7:17 PM

CAN's Submission on Electronic Road Pricing Public Engagement

Tsz Wai Loong < >
To: info@erphk.hk

17 March 2016 at 17:28

Dear Sir or Madam,

Attached please find CAN's submission on electronic road pricing public engagement.

Best Regards,
Loong Tsz Wai
Clean Air Network

—
Loong Tsz Wai

t f

2 attachments



CAN ERP Proposal finalized.pdf
442K



CAN ERP Proposal eng finalized.pdf
312K



用者自付 共同承擔社會成本 電子道路收費應與污染掛勾

運輸及房屋局發表《中環及其鄰近地區實行電子道路收費先導計劃公眾參與文件》(文件)，健康空氣行動原則上認同電子道路收費可減低交通擠塞及其引致的空氣污染問題，但必須與其他配套設施及交通管理措施相配合，如於德輔道中設立行人及電車專區。有關收費亦應引入與污染掛勾的機制，以體現全民承擔擠塞及污染等社會成本的精神。

電子道路收費非「懲罰窮人」 減污責任應共同承擔

一) 根據運輸署在立法會交通事務委員會提供的資料，中環平日有 16 小時可以稱得上是繁忙時間，當中佔據路面流量最多的是私家車和的士，分別各佔 40%，即已經佔據路面八成的空間，其餘商用車佔 10%，公共交通工具佔另外 10%。由以上的數據可見，導致中環擠塞的主要元兇是私家車和的士。

二) 未來 10 年的道路增長率每年只有 0.4%，而同期的車輛增長率為每年 3%，私家車過去十年的增長率更高達每年 4.6%，明顯地以建新馬路以應付車輛增長的做法不可持續，交通管理措施勢所必行。

三) 電子道路收費作為其中一項的交通管理措施，減低交通擠塞的成效顯著。文件引述新加坡、倫敦、哥德堡的例子，三地的計劃減低交通流量 15-16%。香港亦曾於 1983-85 年進行過類似的試辦計劃，行車時間減少 20-24%，繁忙時間車速平均提升 10%，空氣污染排放更減少 17%。

四) 電子道路收費亦是一項有效減低收費區內空氣污染的政策。根據運輸署 2009 年的研究，實施有關收費可減少全港車輛的行車里數，而整體的車輛廢氣排放水平也會隨之而下降少於 1%。在收費區內，個別由車輛造成的污染物的減幅最高可達 10%。

五) 反對電子道路收費的其中一個理據，是措施只會針對「窮人」，對「老細車」毫無阻嚇作用。但根據斯德哥爾摩的經驗，1 至 2 歐羅的收費就足以令 20% 的車輛自交通高峰時段消失。由於交通擠塞是非線性現象，少了 20% 的車輛已經足以大大減低道路擠塞的情況。

健康空氣，我要! Our Air, Our Health!

Clean Air Network Limited



六) 如果單純地要杜絕「老細車」，我們甚至可以限定在某一段的繁忙時間，禁止私家車及的士進入中環的中心商業區，只容許電車及環保的公共交通通過。這做法不但可以杜絕違泊的問題，更可以徹底地減少進入的車輛數目，如果配套設施(例如轉乘設施及停車位等)做足，整個交通規劃將更可以從需求管理的角度減少路面的私家車數目，達致減少交通擠塞及減低空氣污染的效果。

七) 「懲罰窮人」的講法，往往只是集中在個人角度的層面，單單以駕駛者的角度來思考政策利弊；但我們有多重的身份，除了是駕駛者以外，我們亦是社會的一分子，呼吸著城市的空氣。交通擠塞不單損耗市民寶貴的時間，車輛所排放的廢氣帶來的社會成本亦十分鉅大，是所有香港市民都應該共同承擔的。

收費與污染掛勾 公平攤分社會成本

八) 電子道路收費模式，不論是「周界為本」還是「區域為本」，基本上都是按「用者自付」的原則，向所有進入繁忙區域而引致交通擠塞的車輛徵收費用。然而，即便是「周界為本」的收費方式，其設計的背後理由亦只是為了更靈活地應付交通流量的變化，方便調整收費模式，但卻未必能夠做到按車輛所排放的污染多寡而徵收費用。

九) 健康空氣行動提倡電子道路收費可以與「污染掛勾」，除減低繁忙地區的交通流量外，也可以更公平地收取道路使用者所產生的社會及環境成本。有關概念和庇古稅相類似，都針對為社會造成負面界外效應的行為。

與「污染掛勾」的收費模式，可按照車輛型號分類，不同歐盟型號收取累進式費用，對環境造成越高污染的車輛，政府便徵收更高的費用。現時為巴士而設立的低排放區，分佈在銅鑼灣、中環及旺角的繁忙街道，早已限制歐盟三期或以下的巴士進入。政府可參考低排放區的相關做法，以歐盟四期作為基準，向繁忙時間進入中環的所有車輛徵收費用。

污染程度	歐盟型號	收取費用 (整日劃一收費)
較高	四期或以下	較高
較低	五期	較低
低	六期	低

十) 政府的諮詢文件提及，電子道路收費可考慮以車輛載客量來釐訂收費水平，低載客量的車輛(例如私家車及的士)，會較高載客量的車輛(例如巴士)收取更高

的費用，理由是私家車未能善用路面空間，不能算是有效率的交通工具。有關的做法主要針對中環交通擠塞的現況：私家車及的士合共佔據繁忙時間路面車流量的八成，因此按照用者自付的原則，向有關車輛徵收較高的費用，似乎也相當合理。不過有關的收取費用模式，仍未顧及到車輛排污所產生的社會成本。

十一) 假如我們認同私家車並不是有效率的交通工具，除了因為其載客量少以外，更重要的，是私家車的排污人均比例比起其他公共交通工具都要高，所以，根據用者自付的原則，私家車應該比巴士收取更高的使用繁忙路段的收費，因為前者比後者製造更大的社會成本。

十二) 另外一個要考慮的因素，是私家車與的士合共佔據中環繁忙車輛路面共八成的車流量。這些車輛實際上會「包圍」一些路經的大小貨車，造成阻塞及更大的排放廢氣社會成本。從這個角度出發，與污染掛勾的收費模式，便更能針對現時路面使用的實際情況，更有效降低相關的社會成本。

考慮到不同車輛之間載客量及污染程度的差異，我們初步整理出一個約略的收費框架以供參考：

車種	歐盟型號	污染程度 (按人均廢氣排放量 (emission per capita)計算)	收取費用級別 (整日劃一收費) A-D = 最低至最高
柴油私家車	4-6	較高	D
汽油私家車	4-6	較高	D
電動車	N/A	低	A
公共交通由於載客量比私家車大，人均廢氣排放量相對較低，因此平均每人的收取費用亦會較低。			
的士	4-6	較高	C
16座小巴	4-6	較低	B
非專利巴士(旅遊巴)	4-6	較低	B
巴士	4-6	低	A
貨車由於排放的廢氣總量較多，而且以載貨為主，故其污染程度按每噸車輛廢氣排放量(emission per tonne)計算			



大貨車	4-6	較高	D
貨車(5.5噸或以上)	4-6	較高	C
小型貨車(5.5噸以下)	4-6	較低	B

1+N 方案 行人專區單車徑轉乘設施缺一不可

十三) 如果單純只有電子道路收費而沒有其他的措施配合，有關措施的效用有可能隨時間而遞減。健康空氣行動一直倡議在中環德輔道中設立行人及電車專區，其用意在於從根本改變市民駕駛私家車出行的習慣，透過改變城市空間規劃的格局，提升香港核心商業區的可步行性，以達致降低使用私家車出行的需求。

其實於德輔道中禁車並非天方夜談，民間早已有完整的規劃方案，再加上將落成的中環灣仔繞道及地鐵沙中線，配合電子道路收費，可以改變現時中區進入車輛的比例，降低私家車及的士，提升市民使用公共交通出行的比率。

十四) 為進一步鼓勵市民在中區使用公共交通工具，政府可參考倫敦的做法，增加收費區的巴士數目以提供替代選擇，亦可進行巴士路線重組以提升區內巴士服務的效率。

十五) 為便利部分有需要的私家車車主，政府應在收費區域邊界設置轉乘設施，讓車主可於收費區內改以步行、單車騎乘、乘搭電車或地鐵等環保交通工具出入中環地區，進一步減少車流以及所帶來的空氣污染。

對於「中區電子道路收費先導計劃」具體問題的意見

十六) 健康空氣行動對於收費區界線並無太大意見，但原則上應包括一個較大的區域，例如上環及金鐘的告士打道及干諾道路段等，以確保計劃減低交通擠塞及空氣污染的成效。

十七) 正如上文提及，我們認為應在兩種收費機制以外，引入與污染掛勾的概念，按車輛所造成的社會成本來收費。

十八) 我們認為電子道路收費模式不應所有車輛劃一收費，而需要按污染掛勾。這牽涉到我們理解電子道路收費的政策理念。用者自付的原則，究竟我們所付的是什麼？是使用道路所造成擠塞的成本？還是可以再擴闊一些，擴闊到使用道路所帶來的社會成本，包括擠塞及所帶來的空氣污染？



十九) 所有車輛劃一收費無疑帶來某種行政上的方便，但卻不切合「用者自付」的政策理念。政府在諮詢文件提及收費可按車輛載客量來釐訂收費水平，理由是私家車載客量少，但其實更重要的，是私家車的排污人均比例比起其他交通工具都要高。所以，根據用者自付的原則，私家車應該比巴士收取更高的使用繁忙路段的收費，因為前者比後者製造更大的社會成本。

二十) 我們期望政府可於其後的諮詢提供更多的政策成效的數據，例如不同的收費水平為社會帶來的成本效益，包括減低空氣污染方面的評估，讓公眾可以更準確聚焦討論何種的電子道路收費可以最有效減低路面擠塞所帶來的社會成本。

二十一) 健康空氣行動反對任何的豁免。根據運輸署的統計，的士及私家車在繁忙時段佔據中區八成的路面空間，任何的豁免將會大大減低有關計劃疏理交通擠塞及改善空氣污染的成效。

計劃所收取的款項，或可用以鼓勵市民於收費區內由私家車轉乘公共交通工具。

二十二) 我們認為應循以下指標評估有關計劃的成效：

- 1) 收費區內及香港整體的交通流量減幅
- 2) 收費區內及香港整體的空氣污染物減幅
- 3) 收費區內的車輛速度增幅
- 4) 社會成本的減幅—以舒緩交通擠塞省回的時間、及空氣污染減少的健康影響等計算

二十三) 我們期望政府會有更多交通管理的配套措施，以配合實行電子道路收費所帶來的機遇，包括在中區的商業核心區引入無車區、在特定街道例如德輔道中推動行人專區等。

2016年3月18日



Share social cost caused by traffic congestion
Electronic road pricing (ERP) should endorse polluter-pays principle

The Transport and Housing Bureau publishes the “Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas Public Engagement Document” (and thereafter “the Document”). Clean Air Network (CAN) generally agrees that Electronic Road Pricing (ERP) can reduce traffic congestion and related air pollution issues, but the government should provide other necessary complementary measures like setting up pedestrian and tram only precinct in Des Voeux Road Central, and support with transport management policies. ERP should incorporate polluter-pays principle in its charging approach in order to let the road users share their social costs caused by traffic congestion.

ERP: not “punishing” the poor, but a fair share of responsibilities

1) According to the data by the Transportation Department(TD), private cars and taxis occupy 80% of road space at Central during traffic peak hours, while public transport and commercial vehicles occupy 10% respectively. It should be noted that the main culprit of traffic congestion in Central is the overflow of private cars and taxis.

2) For the next 10 years, the increase in road space would be 0.4% annually while the annual increase rate for cars and private cars in the past 10 years were 3% and 4.6% respectively. It is clear that building new roads to handle traffic growth is no longer sustainable and we need new transport management policy.

3) As a transport management measure, ERP is effective in combating traffic congestion worldwide. The Document lists examples from Singapore, London and Gothenburg and all their ERP schemes effectively reduce original traffic flow by 15-16%. Hong Kong also carried out a similar pilot in 1983-85, which led to reduction of traffic time by 20-24%, increase of vehicle speed by 10% during peak hours, and reduction of air pollutants emission by 17%.

4) ERP is also an effective measure to alleviate air pollution in charging zone. According to the research by TD in 2009, the charging scheme can reduce overall travelling miles of Hong Kong’s vehicles and overall car emission by 1%. In charging zone, the decrease of particular pollutants emitted by cars can be as high as 10%.

5) One reason for ejecting ERP is that ERP seems like “punishing” the poor and cannot target the rich driving their cars in Central. However, according to the experience in Stockholm, charge of 1-2 Euros is enough to reduce 20% of traffic flow



in peak hours. As traffic congestion is a non-linear phenomenon, a reduction of 20% of traffic flow would significantly ameliorate the situation.

6) In response to illegal parking, we can even ban the entry of private cars and taxis into central business district(CBD) of Central during certain period of peak hours, only allowing tram and public transport to pass through. With enough complementary measures like park-and-ride car parks near MTR stations, a more systemic transportation planning could be resulted from a demand-management perspective. There would be a better control on the number of vehicles that can enter CBD, leading to a decrease in traffic congestion and air pollution.

7) Other than being a road user, we are all citizens that should bear responsibilities on the social costs produced by car emissions and traffic congestion. Both the rich and the poor should have a fair share on the issue.

Share the social cost by polluter-pays principle

8) For the charging mechanism, whether it is area-based or cordon-based, “user-pay” is the underlying principle that charges all the incoming vehicles. However, both charging mechanisms are not sensitive to the amount of pollutants or social costs created by a particular vehicle that enters the charging zone.

9) CAN proposes ERP’s charging rate to be proportionally related to the pollution level produced by the vehicle entering the charging zone. The idea is to ensure charging road users’ a fair share on the social and environmental cost so produced by driving. A similar example is a Pigovian tax which is levied on market activities that generate negative externalities.

The charging fee is set according to European emission standards for vehicles. The higher the pollution produced, the higher the charging fee. CAN suggests the government can expand the current practice of low emission zone in Causeway Bay, Central and Mong Kok for buses to other vehicle types, and setting Euro IV as the baseline for charging all vehicles that enter the proposed charging zone in Central.

Pollution level	Euro standard	Charging fee (standard fee for whole day)
Higher	IV or below	Higher
Lower	V	Lower
Low	VI	Low



10) In the Document, the government proposes a differential charging scheme based on a vehicle's carrying capacity. Vehicles that have a low carrying capacity will be charged more than one with a higher capacity. That implies private car (and also taxi) is not an efficient carrier as it does not make good use of limited road space, and hence they have a higher charge. As private cars and taxis occupy 80% of road space in Central during peak hours, the differential charging scheme seems reasonable according to user-pay principle.

11) However, when we consider the possible social cost produced by the road users, differential charging scheme seems not sensitive enough to the cost created by car emissions. CAN agrees that private car is not an efficient carrier, not just in the sense that it carries a few passengers, but also it has a high emission per capita when compared to public transport. Polluter-pays principle requires a higher charge to private cars than buses in road usage as the former produces a much high social cost than the latter.

12) We also need to notice the fact that private cars and taxis occupy 80% of road space in Central during peak hours. These vehicles would capture and block vans and commercial vehicles passing-by, causing congestion and higher amount of idling emission. Polluter-pays principle better responds to the current road usage and helps to lower the related social costs of road congestion.

Below is the charging framework according to the difference in emission and carrying capacity:

Car Type	Euro Standard	Pollution Level (emission per capita)	Charging Fee (standard fee for whole day)
A-D = lowest to highest			
Diesel private car	4-6	Higher	D
Petrol private car	4-6	Higher	D
Electric vehicle	N/A	Low	A
As public transport has a higher passenger carrying capacity than private cars, it has a lower pollution level in terms of emission per capita. So the average fee collected per person for public transport would be lower.			
Taxi	4-6	Higher	C
Mini-bus	4-6	Lower	B



Non-franchised bus	4-6	Lower	B
Bus	4-6	Low	A
The pollution level of below categories are calculated according to emission per tonne			
Heavy goods vehicles	4-6	Higher	D
Medium goods vehicles	4-6	Higher	C
Light goods vehicles	4-6	Lower	B

Complementary measures is needed for effective implementation

13) We need complementary measures to support ERP implementation. CAN urges the government to set up a pedestrian and tram precinct along Des Voeux Road Central. This can change the driving habit of car users by increasing the walkability of CBD in Central. It also changes city planning in the area to reduce the demand of driving private cars. With the Central-Wanchai Bypass and the Shatin-to-Central Railway, ERP together with pedestrianization can decrease the proportion of private car usage and increase the proportion of public transport in the area.

14) The government could increase the efficiency of bus service in charging zone via bus route rationalization. We can also introduce more buses in the area to act as an alternative to motorists not to drive cars into the charging zone.

15) To facilitate drivers and passengers make better use of public transport, the government can set up more park-and-ride car parks near MTR stations to encourage motorists to park their cars and switch to MTR. More facilities should be introduced to encourage walking, cycling and tram-taking in the area to reduce traffic flow and air pollution.

Specific comments to ERP Pilot Scheme

16) CAN remains open in opinion on the boundary of the pilot scheme. In principle the area of implementation should be large enough to allow a greater ameliorating effect on congestion and air pollution.

17) We do not necessarily confine ourselves into the two charging mechanisms listed in the Document. As mentioned, CAN thinks the road users are better charged in proportion to the pollution made, i.e. social cost that produced by the vehicles.



18) CAN does not agree to a unified charge to all vehicles. The charge should be proportional to the pollution vehicles produce. We should clarify what kind of “user-pay principle” we are endorsing with – whether we are paying for the congestion charge or the social costs caused by congestion and air pollution.

19) A unified charging scheme could be administrative friendly, but it cannot capture the essence of polluter-pays principle. As correctly pointed out in the Document, private car is not an efficient carrier. But more importantly, private car would produce higher emission per capita than public transport do. According to polluter-pays principle, private car users should pay higher charge than bus passengers. This better represents the social costs to be paid by users than the “differential charges” approach.

20) CAN demands the government to provide more data for policy assessment, such as the cost-benefit analysis of different level of charges and the assessment on the effectiveness on reduction of air pollution in charged zone. These data allow the public a more focused discussion on choosing the type of charging mechanism that can reduce social costs caused by traffic congestion more effectively.

21) CAN is not supportive to any kind of exemption. As indicated by government’s figures, taxi and private cars make up of 80% of total vehicular traffic at Central during peak hours. Any exemption would hamper the capacity of the scheme to reduce congestion and lower air pollution in the charged district.

The fee collected via the pricing scheme, however, could be used to incentivize people to take public transport instead of driving private cars in congested area.

22) CAN proposes the following to be the outputs of ERP scheme:

- % reduction of vehicular traffic within charged zone (and outside charged zone);
- % reduction of air pollutants within charged zone (and outside charged zone);
- % increase of vehicular velocity within charged zone;
- % reduction of social costs – in terms of time saved due to less congestion and health impact due to cleaner air

23) As indicated, we expect there will be more demand-led transport management measures alongside with the implementation of electronic road pricing scheme. This creates an opportunity for the government to further reduce the traffic flow in the CBD area of Central by introducing car-free zone and further pedestrianization of selected streets like Des Voeux Road Central.

18th March, 2016

提交意見：反對電子道路收費中環及鄰近地區先導計劃

Shelley < >

17 March 2016 at 17:32

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後對整體交通造成的負面影響將會更甚。

眾所周知，中區商業區主要道路，有多處均未有劃成全日禁止停泊區。而俗稱「老闆車」的公司車輛長期霸佔大廈外道路早已影響車流量。然而，政府卻未有打擊「老闆車」長期佔據路面停車的情況，實在不明所以。

而香港的路邊空氣監察站，在過去多年錄得的空氣污染數據相若。而香港整體空氣污染嚴重地區是東涌及屯門。以ERP改善中環路邊空氣質素，可謂杯水車薪。

特區政府自成立來，每年均有數百億支出用於基建，ERP的收入並不見能加強香港道路基建。而公共運輸公司多數能自負盈虧，更沒有需要以ERP作為改善香港公共交通質素的手段。

特區政府在未有嘗試任何政策工具提高Passnger Car Unit（PCU，又稱載客車量單位）便冒進推行明知未能有效減少車流的ERP，已經是擾民行為。

亞洲國家的ERP例子顯示，ERP收費只有加快減慢，而且每日徵費時間只會不斷延長。

ERP是名不副實的類退稅，排擠低收入人士及「搵食車」進入中區商業區；收費完全不會減少最主要進出中區的车流，更將會窒礙香港人行動自由。

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。

Shelley

經民聯有關「中環及其鄰近地區電子道路收費先導計劃」意見書

BPAHK < >
To: info@erphk.hk

17 March 2016 at 17:33

敬啟者：

隨電郵附上經民聯「中環及其鄰近地區電子道路收費先導計劃」的意見書，謝謝。

經民聯秘書處

電話：

傳真：



經民聯「中環及其鄰近地區電子道路收費先導計劃」意見書.pdf

211K



香港經濟民生聯盟
Business and Professionals
Alliance for Hong Kong

香港經濟民生聯盟
「中環及其鄰近地區電子道路收費先導計劃」意見書

1) 背景

- 1.1) 香港作為國際金融和貿易中心，無論海、陸、空的內外運輸連繫均十分發達，舉世稱羨；完善的道路及鐵路網絡，有效地支援市民的日常生活和大小經濟活動，推動香港社會向前發展。
- 1.2) 香港經濟民生聯盟（經民聯）一直支持政府加快推展運輸基建，以維持旅遊、物流等行業的樞紐地位，同時以新思維和新技術規劃本地運輸，包括以創新科技優化城市管理，從而有效地促進人流物流，提升社會效益。
- 1.3) 中環及其鄰近地區（中區）一直是香港的商業心臟地帶，但由於道路網規劃經年，加上街區狹窄、燈位數目多、活動頻繁，多年來均面對嚴重的交通擠塞問題，不但影響路面車輛的暢達性，妨礙區內居住和就業的市民出行，大量車輛滯留亦造成污染等問題，影響香港的國際形象。
- 1.4) 政府於 2014 年邀請交通諮詢委員會（交諮會）就本港交通擠塞問題進行研究，其後原則上採納了交諮會的 12 項建議，並於 2015 年 12 月就中區推行電子道路收費先導計劃（先導計劃）開展諮詢。
- 1.5) 經民聯同意要解決中區交通擠塞問題的重要性。針對電子道路收費，專業界別及相關持份者過往亦有深入的討論。連同今次，政府自 1980 年代至今已進行四次有關電子道路收費的諮詢，但基於種種原因都未能落實相關措施，可見當中存在不少爭議。經民聯認為，兼顧及平衡各方意見和利益是落實先導計劃的前提，而正如交諮會指出，要就這項建議凝聚社會共識，殊不容易。
- 1.6) 就著政府的最新建議，經民聯表達以下關注，期望政府詳加考慮。



2) 經民聯對先導計劃的關注

2.1) 在掌握交通流量數據前，不應倉促推行

- 2.1.1) 政府在諮詢文件中開宗明義指出，鑒於中區交通擠塞情況日趨嚴重，電子道路收費科技成熟，加上中環灣仔繞道啟用後，將可提供一條免費替代路線繞過中區，故此現在是適當時機籌劃先導計劃，並就其落實細節，包括收費區域、機制、時段、水平等，徵詢公眾意見。
- 2.1.2) 經民聯注意到，諮詢文件未有對日後的中區交通流量作出最新的評估，這樣實在難以判斷未來落實先導計劃的需要。此外，政府未有為先導計劃的落實時間表提供詳細建議，僅表示「需要相當的時間」（第5.2.2段），並引述海外城市的經驗，指出落實需時不一。
- 2.1.3) 政府曾於2015年12月16日立法會交通事務委員會上表示，根據運輸署的運輸模型推算，中環灣仔繞道通車後，儘管外圍的干諾道中汽車流量會略為下調，區內幹道（如德輔道中、皇后大道中）仍會面對嚴重擠塞。然而，有關推算於多年前進行，中環灣仔繞道原定2017年的落成日期亦已被推遲，加上道路使用者需時調整出行習慣，運輸署多年前做的模型推算，恐怕已不合時宜。
- 2.1.4) 事實上，中區於未來數年將有多項交通基建落成，管理模式亦有改變：鐵路方面，南港島線（東段）及沙中線（紅磡至金鐘段）分別預計於本年底及2021年落成，可望紓緩新界東、九龍中以及南區前往中區的汽車流量；道路方面，中環灣仔繞道預計於2017年後通車，而政府也將分別在2016年8月及2023年8月收回東隧及西隧的專營權，為日後三條過海隧道的收費調整及分流措施創造條件。由此可見，未來中區汽車流量存在極大變數。
- 2.1.5) 另外，現時進入中區的巴士路線嚴重重疊，巴士容量未獲善用，亦佔用了大量路面空間。政府可把握新鐵路線落成的契機，於中區進一步推動巴士路線重組（例如：縮短部分過海巴士路線，並於隧道出口或附近設立轉乘站，方便乘客轉乘其他港島或過海路線前往目的地），這樣將可大大紓緩中區的交通負荷。
- 2.1.6) 綜合以上所述，經民聯認為，政府應整體檢視未來數年中區交通基建對道路使用者習慣帶來的變化，並最少等待中環灣仔繞道落成後兩年，同時就三條過海隧道如何分流有具體方案後，才進一步評估推行先導計劃的需要，令公帑用得其所。



2.2) 增加區內商戶的營運成本

- 2.2.1) 除了作為商業、銀行和金融機構的集中地，中區也是香港的旅遊熱點，亦為零售、飲食、物流、運輸等支援性服務業提供機遇，其中不少更為中小企和小商販。商用車輛（包括貨車、客貨車、的士、小巴和旅遊巴等）則對他們的日常運作發揮關鍵作用。
- 2.2.2) 無論收費機制和時段為何，先導計劃將不可避免增加區內商戶的營運成本，最終可能轉嫁消費者，消費者可以選擇轉到其他區消費，小商戶面對的衝擊最大，甚至被迫遷出收費區或結業，造成減少消費者的選擇的惡性循環。儘管諮詢文件提及為不同車輛訂立不同收費水平，以及提供豁免和優惠安排的可能性，但商用車輛涵蓋範圍廣泛，用途和使用道路需要不一，實難作出客觀和合理的豁免安排，亦徒添社會爭議。

2.3) 私隱保障問題有待釐清

- 2.3.1) 諮詢文件認為，「隨着科技不斷進步及有更完善的私隱保護法，在已推行電子道路收費的地區，私隱問題大致上都已經解決」（第4.2.37段），並引述外國經驗指出，採用「短距離微波通訊」科技無須登記個人資料。至於「自動車牌識別」科技，個人資料會在確認沒有拖欠費用後即時被刪除。
- 2.3.2) 然而，政府至今未有就採納何種科技提出明確傾向和建議，又表示對採用爭議較大的全球導航衛星系統「持開放態度」（第4.2.36段）；加上有關科技日新月異，日後採用的科技或會有所不同，現階段無從評估先導計劃對私隱保障的具體影響。
- 2.3.3) 經民聯認為，政府應扮演主動角色，盡快與個人資料私隱專員公署進行商討，了解先導計劃可能涉及的私隱爭議，特別是重點研究風險較大的技術（如「自動車牌識別」科技），並適時公布有關結果。另外，就著遙距預繳機制的各種可能性，政府亦要與金融管理局磋商，探討可能涉及的風險和適當處理，及現行法律能否提供足夠配套保障。



2.4) 長遠功用成疑，績效指標及後續安排尚待明確

- 2.4.1) 諮詢文件以新加坡、倫敦及哥德堡為例，指出電子道路收費有效達到減少汽車流量，提高收費區內車速；可是，政府僅提供三地落實措施一年後的成效數據，而沒有較長遠的統計，亦未有提供其他城市的情況。經民聯認為，政府應抱持開放態度，參考更多城市推行的實際成效，全面汲取有關經驗，才決定是否落實先導計劃。
- 2.4.2) 事實上，儘管政府表明要為先導計劃「設立一個透明、客觀和恆常的檢討機制，以監察和調整電子道路收費水平」（第4.2.41段），但中區乃多個政府行政部門，以及大型國際和本地商業機構的辦公點所在，連同上述（第2.2段）支援性服務行業，發揮著一定的集群效應，該區的道路使用者大多有其確切需要，亦已考慮進入該區的機會成本，單靠檢討收費未必達致減少車流的預期效果。
- 2.4.3) 與其他城市比較，香港的地理環境更為獨特。若收費水平為道路使用者適應，先導計劃固然無助解決中區的交通擠塞問題；若收費水平發揮效力，路面車輛很容易擴散到收費區外的鄰近地區（如灣仔區），造成負面的界外效應，問題遠非單單替代道路可以解決。
- 2.4.4) 事實上，中區的街道難以與周邊切割，即使中環灣仔繞道本身亦設有多個出入口，與鄰近道路的車流互有關連，先導計劃的效用（和副作用）實有待評估。長遠而言，政府必須繼續強化香港的道路網絡，同時加強道路管理，「寓禁於徵」不能從根本上解決問題。
- 2.4.5) 另一方面，諮詢文件提出「訂立一些量化指標，以評估先導計劃的成效」（第4.2.40段）。經民聯原則上同意有關建議，確保公帑得到善用，但要界定何謂「成功」，有關指標不應單純考慮收費區內個別道路的情況，而要全面審視先導計劃的社會成本和效益，包括對區內外整體交通和各方持份者（特別是商業營運者）的影響。
- 2.4.6) 值得注意的是，先導計劃需要尋求立法會通過修訂法例及撥款申請，而且基建投入（例如裝設收費柱杆／門架／感應器）龐大而不可逆轉。經民聯認為，政府在作出有關決定前，必須抱持慎重態度。



3) 總結

- 3.1) 經民聯認為，政府應以多管齊下的方法紓緩中區的交通擠塞問題，不應視電子道路收費先導計劃為唯一解決辦法。由於先導計劃的社會和經濟影響深遠，亦涉及多方持份者的利益，經民聯期望政府針對上述關注議題進行更深入的研究，並向公眾提供全面的資料，以利社會凝聚共識，在著手解決交通擠塞問題的同時，達致社會多贏。

(完)

2016年3月

提交意見：反對電子道路收費中環及鄰近地區先導計劃

Vera Chan <

>

17 March 2016 at 19:15

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後對整體交通造成的負面影響將會更甚。

眾所周知，中區商業區主要道路，有多處均未有劃成全日禁止停泊區。而俗稱「老闆車」的公司車輛長期霸佔大廈外道路早已影響車流量。然而，政府卻未有打擊「老闆車」長期佔據路面停車的情況，實在不明所以。

而香港的路邊空氣監察站，在過去多年錄得的空氣污染數據相若。而香港整體空氣污染嚴重地區是東涌及屯門。以ERP改善中環路邊空氣質素，可謂杯水車薪。

特區政府自成立來，每年均有數百億支出用於基建，ERP的收入並不見能加強香港道路基建。而公共運輸公司多數能自負盈虧，更沒有需要以ERP作為改善香港公共交通質素的手段。

特區政府在未有嘗試任何政策工具提高Passnger Car Unit（PCU，又稱載客車量單位）便冒進推行明知未能有效減少車流的ERP，已經是擾民行為。

亞洲國家的ERP例子顯示，ERP收費只有加快減慢，而且每日徵費時間只會不斷延長。

ERP是名不副實的類退稅，排擠低收入人士及「搵食車」進入中區商業區；收費完全不會減少最主要進出中區的车流，更將會窒礙香港人行動自由。

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。

Vera Chan

提交意見：反對電子道路收費中環及鄰近地區先導計劃

yung mei po <

>

17 March 2016 at 19:32

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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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後對整體交通造成的負面影響將會更甚。

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yung mei po

提交意見：反對電子道路收費中環及鄰近地區先導計劃

Chau Kai Kan <

>

17 March 2016 at 20:47

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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Chau Kai Kan

Electronic Road Pricing

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

17 March 2016 at 20:57

Dear Sir,

I personally think it is high time for the Government to introduce such Electronic Road Pricing (ERP) in Hong Kong.

Definitely it is a wonderful idea.

I still remember vividly that many many years ago when I visited Singapore for business, very early in the morning I was

woken up by my friends. The reason was they all had to go to the City area to work but the number of person required

for travelling together to the City area by private car was not enough. In order to comply with the Singapore Government

requirement, my presence in the car to add up to the appropriate number was necessary so that they did not need to pay extra. You see, in those days,

Singapore Government already tried so hard to reduce cars flocking to the City Area to cause any traffic jam.

Therefore ERP is effective way to alleviate traffic congestion in Central Area.

Yours sincerely

Yim

Traffic congestion in Central Area and its Adjacent Areas

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

17 March 2016 at 21:18

Traffic congestion particularly in Central Area is a serious problem for years. Hong Kong Government should

take immediate action to tackle this matter without any further delay.

Electronic Road Pricing (ERP) has been introduced and implemented in Singapore and well received by

the Singaporean.

I notice most private cars and taxi moving around Central area usually carry one driver in the front of the car and only one passenger sitting

at the back of the car. This takes up a lot of the road space and cause terrific traffic jam. The public should be encouraged to travel by

public transport and avoid driving car to the Central Business district.

Such "user pays" principal is fair and reasonable . I strongly support such ERP system to be implemented in Hong Kong at once.

提交意見：反對電子道路收費中環及鄰近地區先導計劃

Lam Yin Ling <

>

17 March 2016 at 21:32

To: info@erphk.hk

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亞洲國家的ERP例子顯示，ERP收費只有加快減慢，而且每日徵費時間只會不斷延長。

ERP是名不副實的類退稅，排擠低收入人士及「搵食車」進入中區商業區；收費完全不會減少最主要進出中區的车流，更將會窒礙香港人行動自由。

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。

Lam Yin Ling

電子道路收費先導計劃

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

17 March 2016 at 22:18

2016年2月18日, now新聞台發表以下新聞, 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」。

本人相信這只是冰山一角, 政府連自己人都管不了, 又如何管理市民。

社會出現太多不滿, 收費計劃只會增加不滿, 因為這會增助長貧富不均之勢, 予人有"有錢就可為所欲為"的感覺。

政府不顧反對而硬推, 只會自食其果

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

Ben Leung <

>

17 March 2016 at 22:24

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。

眾所周知，中區商業區主要道路，有多處均未有劃成全日禁止停泊區。而俗稱「老闆車」的公司車輛長期霸佔大廈外道路早已影響車流量。然而，政府卻未有打擊「老闆車」長期佔據路面停車的情況，實在不明所以。

而香港的路邊空氣監察站，在過去多年錄得的空氣污染數據相若。而香港整體空氣污染嚴重地區是東涌及屯門。以ERP改善中環路邊空氣質素，可謂杯水車薪。

特區政府自成立來，每年均有數百億支出用於基建，ERP的收入並不見能加強香港道路基建。而公共運輸公司多數能自負盈虧，更沒有需要以ERP作為改善香港公共交通質素的手段。

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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。

Ben Leung

反對電子道路收費

PC Chan <
To: info@erphk.hk

>

17 March 2016 at 22:52

若不興建東隧及西隧，無論紅隧怎樣加價都解決不了過海的問題！同樣道理，不去規劃及擴展道路網絡，靠收費等行政手段限制車輛使用道路，解決不了交通擠塞的問題；反而窒礙運輸，不利整體經濟發展。

特區政府有責任搞好基建，包括規劃及擴展道路網絡，保證交通暢順，令社會可持續發展。

本人反對電子道路收費！

市民
PC Chan

ERP comments

L. Ramsden < >
To: info@erphk.hk

18 March 2016 at 00:58

Dear Sirs,

With regard to the proposed ERP this is an old idea that has been examined before and while it may be appropriate to re-examine this issue the evidence presented to support such action was not convincing.

Three sets of data were provided, namely;

1) Figures relating to increases in total car registrations and road length, while this may indicate a potential problem, imposition of ERP would not have any direct relation to the number of cars registered and this data would indicate a more appropriate action would be to increase annual licence fee which seems to have remained the same since 1997 as part of a government initiative to boost car ownership. In any case much of the increase in car ownership could be associated with new developments in the NT which may have little impact on circulation in HK island.

2) Figures were given for traffic speeds that showed that traffic speeds at 6 sites had increased over the comparison period compared with 4 sites where a decrease was observed. To try and use such data to support ERP is a blatant disregard of your own facts you had chosen to present.

3) Details were provided of the effect of ERP schemes in other countries but the relevance of this to HK is highly debatable. The effect of any ERP scheme will depend on the elasticity of demand among drivers using central, it appears probable that demand in HK will be relatively inelastic compared to say London where driving is distributed across a much wider section of the population than in HK where it is restricted to more affluent individuals.

I appreciate that this is a summary of a more detailed report where such analysis may appear but if so then why was a more serious effort not made to present a real case? In particular the entire absence of any attempt to examine the economic consequences of ERP which is presumably the primary justification for its introduction was bizarre. Some elementary analysis could have presented the set-up and operating costs relative to the economic benefit derived from improved traffic flows, but no, instead we have an improved image for HK suggesting that this is really a cosmetic exercise to make things look good?

I am not convinced that ERP is of any merit in HK, the implementation of a complicated and intrusive system like this should only be considered where justified. I have commuted by car regularly through central over the past 25 years and simply do not find that congestion is an issue compared with other major world cities. The distances where jams occur are relatively short compared to other places so although the specific speeds may be low the actual journey time is still acceptable. In this context what is most interesting is how the traffic flows managed to cope so well with the months long interruption of circulation on major arteries in Autumn 2014. This would suggest that in any case more could be achieved by pedestrianisation of roads and closing them to traffic entirely than by ERP, this would have a much lower operating cost but then wouldn't generate and revenue? do we really need this?

I trust that you will be able to make use of my comments in some measure.

Yours sincerely

Lawrence Ramsden

—

Dr. L. Ramsden
School of Biological Sciences
University of Hong Kong

新民黨-回應《中環及其鄰近地區推行電子道路收費先導計劃》意見書

Casper Yu < >
To: info@erphk.hk

18 March 2016 at 09:32

敬啟者

附件為新民黨就《中環及其鄰近地區推行電子道路收費先導計劃》提交意見書。

如有問題，請隨時與我聯絡。

--
Casper Yu
Policy Officer, New People's Party
Tel:
Fax:
[email:](#)
Address:



新民黨-回應《中環及其鄰近地區推行電子道路收費先導計劃》意見書.doc
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新民黨

回應《中環及其鄰近地區推行電子道路收費先導計劃》意見書

背景

1. 中區交通擠塞的問題多年來一直未獲解決。隨著經濟發展及社會進步，私家車及其他車輛的數量亦持續增長。政府過去曾於 2001 年及 2006 年就道路收費計劃的可行性進行研究，但最終都未能落實有關計劃。其中，2001 年的研究結果指出，若香港私家車的增長率能維持於百分之三以下，本港將無需落實有關計劃。
2. 相比東南亞其他主要城市，香港的燃油稅、首次登記稅及牌費較高。2013 年，香港每一千人擁有 65 部車，比區內其他城市，例如新加坡為低，擁有汽車成本高昂一直有助控制本港的私家車數量及使用量。
3. 2014 年，交通諮詢委員會（交諮會）發表的《香港道路交通擠塞研究報告》，對近年私家車的數目、增長及使用進行了研究。報告指出，在 2003 至 2013 年間，本港領牌車輛的總數由約 524,000 部增至約 681,000 部，增幅約為 30%，按年增長率為 3.4%。由於私家車的使用率近十年來亦有所上升，報告再次建議政府推行電子道路收費以舒緩交通擠塞的問題。
4. 現時政府於諮詢文件提出的理據為：鑑於市區的平均行車速度，包括公共巴士、公共小巴、的士，由 2003 年的每小時 25.6 公里，減慢至 2013 年每小時 22.7 公里。若不處理交通擠塞問題，香港的環境（尤其是空氣質素）、持續發展、生活質素及競爭力將會繼續受損。
5. 新民黨認為，於市區中心 (Central Business District) 設立電子道路收費區，應以減少市區中心的車輛數目，減少路面排放為目標，同時提升市中心道路系統的效率，原則上值得支持。
6. 我們認同電子道路收費是一個解決地區性道路擠塞的交通管理工具，其主要目標是減少進出嚴重交通擠塞地區的汽車流量。與其他全港性的交通管理措施比較，例如提高首次汽車登記稅或燃料稅，電子道路收費相對較為公平。駕駛者於指定時段內進入收費區域才需要繳費，而其他的駕駛者將不受影響。
7. 我們認為諮詢文件提出的收費區域範圍及時段是合適的，排除星期日和公眾假期於收費時段外的安排亦有助平衡市民假日出行的需要。基於先導計劃應以收集數據為首要目標，研究範圍應覆蓋商業及住宅用地，以分析市民在不同情況及優惠/豁免的存廢下的交通使用習慣。

理論框架

8. 傳統觀念認為，道路系統屬於公共財產，即所有人應能自由及免費地使用。有關觀念獲得一定程度的認同，因為當道路系統容量高於其使用率時，適用於私有財產的獨享性及排他性並不會出現。
9. 道路收費背後的理念是：在擠塞的道路上，每多一輛車輛行駛，都會令同一道路的其他使用者受到阻延，令速度減慢，並構成一種『外在』成本，道路收費背後的經濟理論是，倘若不將這些外在成本變成影響人士決定是否進行某個行程的考慮因素，將會令道路效率下降。道路收費能令使用者將經濟成本納入考慮因素，從而能夠更有效率分配路面空間。

海外經驗

10. 全球首個採用電子道路收費系統的新加坡，是透過於進入市中心的主要道路及市中心內部分路段設置大型的收費門架，以落實收費計劃。每個收費門架的收費水平則按照上一季有關路段的擠塞程度調整，因此駕駛者所採取的路線將影響到他們實際支付的金額。在電子道路收費以外，嚴格的車輛配額制度，亦是令新加坡成為交通管理設計範例的關鍵。要在新加坡擁有一輛汽車，代價不菲。除車價和各項稅款，另須競投擁車證（Certificate of Entitlement）。由於擁車證成本高昂，自 2009 年起，當地私家車按年增幅僅為 1.5%，新加坡政府更希望未來將增長率降至 0.25%。
11. 除了電子道路收費和車輛配額制度，新加坡政府同時提供多項配套，其中包括中央智能運輸系統，以收集和發放即時交通資訊，協助駕駛者以最便捷的方式到達目的地，並保持交通暢順。新加坡政府又設立網站「One Motoring」，隨時管理交通，以及列載各電子道路收費站的不同時段收費。去年當地政府發表的官方文件《智能運輸 2030》（Smart Mobility 2030），更為新加坡未來 15 年如何發展智能運輸系統設定策略及願景。
12. 倫敦方面，負責制定交通政策的部門為 Transportation For London。當地的電子道路收費計劃的目的在於為部門帶來額外的利潤、提升道路網絡及巴士線的效率。因此，在推行電子道路收費前，倫敦市政府先增加大量的巴士班次，擴大網絡的覆蓋率。在收費推行後，當局反而將市中心的道路收窄，透過減少道路容量以擴闊行人路及單車徑，打造對行人更為友善的都市環境。
13. 為爭取市民支持有關計劃，於倫敦實行的電子道路收費計劃有向居住於收費區內的居民提供一折的優惠。然而，有關豁免導致當局於 2007 年擴展收費區到市中心西面的 Kensington 地區遭遇阻滯。Kensington 一帶屬相對富裕的住宅區，當地市民一般都擁有私家車。基於公平的原則，擴展收費區的計劃亦同時向居住於 Kensington 的居民提供一折優惠。然而，擴展收費區的結果導致反而有更多的車輛進入市中心地區（即原收費區），導致有關擴展最終被擱置。另外，倫敦當局亦有為的士提供豁免。

14. 海外經驗顯示，電子道路收費系統只屬交通管理設計的一部分，其成效和實施的時機，需與其他疏導交通的措施一併審視。然而，政府諮詢文件只集中於海外地區實行電子道路收費計畫前後的車輛平均速度，對整體規劃隻字不提，難免會令市民擔心政府現時只是為收費而收費。

收費機制及技術考慮

15. 政府過往曾多次研究電子道路收費的可行性，並認為現時已有相當成熟的技術以平衡收費的準確性及保障市民私隱，當中包括自動車牌識別技術及短距離微波通訊技術。不過，新加坡當局已經採用有關科技已有超過 15 年歷史，現時更開始研究採用全球導航衛星系統的可行性。政府需考慮收費區內是否有足夠空間安裝收費門框，並密切留意有關科技上的發展。
16. 政府方面承認，全球導航衛星系統能夠在理論上協助落實更靈活的收費模式，包括按距離或時間收費。然而，由於車輛會被全天候追蹤，有關技術將引起市民對私隱的關注。同時，若只依靠車輛定位系統收費有機會導致路面上的指示不足，而道路使用者或會在不知情的情況下被收取費用，尤其是香港高樓大廈林立，或會導致定位系統出現較大的誤差，因此於現階段採用全球導航衛星系統或會導致收費混亂的情況出現。
17. 社會上有意見認為所謂的『老闆車』是導致中區交通擠塞的主因，並建議應按車輛逗留在收費區內的時間加倍收費。然而，中區『人多車多』，我們擔心，有關方法或會影響道路使用者的行為模式，導致一些駕駛者作出危險的行為以避免額外收費。誠然，理想的收費模式應首重效率，但現階段於公眾層面落實的收費機制應該簡單易明，讓市民接受有關轉變。

計畫認受性

18. 政府可持續發展委員會於 2007 年曾進行大規模的民意調查（有關計畫訪問了約八萬名市民），由香港大學社會科學研究中心撰寫的獨立分析報告書指出：

“在交通收費升幅合理及沒有更好的替代方案的前提下，如果道路收費能顯著地改善香港的空氣質素，這政策亦會得到大眾廣泛的支持（即使現在仍未能說服汽車及的士業界認同道道路收費並不會對他們帶來損失）。廣泛一致的意見認為收費的標準該根據污染者自付的原則，並對公共巴士、學校巴士及傷殘人士車輛提供折扣優惠。人們亦準備更多使用公共交通工具，並支持以道路收費的收入，引進更環保的車輛及交通運輸的選擇。”

19. 研究同時指出，假如反對道路收費較重要的原因是額外交通費用，那必須注意的重點是有四分之三的回應者支持增加一些交通費用以換取更佳的空氣質素。
20. 因此，政府應在公眾諮詢及實行先導計劃的同時進行民意調查，以科學、量化、具代表性的方式收集市民意見，更新當年可持續發展委員會的研究結果，探討可否透過市民對本港空氣質素的關注，爭取更大的支持，掌握民情。
21. 政府過去分別於 2001 年及 2006 年進行有關電子道路收費的研究，有關報告都建議收費水平應設立在較低的水平（約為 20 至 30 元）。現時政府諮詢文件雖然未明確指出收費水平的範圍，但文件內多次強調設立高水平收費的需要。理論上，我們同意較高的收費水平有助提高收費計劃的效果。不過，在缺乏明顯證據指出市民希望落實有關計畫的前提下，過高的收費或會導致計劃不能落實，因此沿用過去研究所得出的收費水平似乎有助爭取市民支持道路收費計劃。
22. 電子道路收費對本港的影響深遠，然而政府多年來仍未能凝聚足夠共識推行有關計劃，顯示政府有必要透過清晰的目標、設立只具象徵式的收費水平及提供較多的豁免以增加計畫的認受性，收費計畫的效用反而應為次要。同時，政府應將有關計劃視作都市規劃藍圖的一環，而非較為狹窄的交通議題。

豁免及優惠

23. 政府認為，基於『用者自付』的原則，理應一律向所有駕駛者徵收電子道路收費，任何豁免或優惠都會影響不獲豁免或優惠的車輛的收費。
24. 由於提供豁免有助增加社會對電子道路收費計畫的認受性，政府應參考 2007 年可持續發展委員會的調查結果，向巴士、殘疾人士車輛及學校巴士等車輛類別提供減免收費，以凝聚市民共識。
25. 基於香港公共交通系統的現時的使用量，路面公共交通，例如巴士及小巴等應獲得豁免。港鐵港島線現時已呈飽和的狀態，部分路段於繁忙時段的使用率超過 120%。落實有關豁免有助避免巴士及小巴的收費與鐵路系統的收費差距擴大而令市民因為價格因素而轉乘地鐵。
26. 除緊急車輛以外，巴士、殘疾人士車輛及學校巴士應獲得豁免。新民黨現階段傾向贊成向可為傷殘人士提供服務的的士提供豁免，至於整體的士業界應否獲得豁免，則應交由社會討論。

27. 中區為本港重要的商業中心，為物流運輸界創造大量需求。倫敦的經驗顯示，電子道路收費計劃有助令物流業界更有效率，但亦會推高營運成本。因此，我們認為政府應考慮為商業車輛提供短時間豁免，以平衡運輸業界送貨的需要。
28. 另外，政府向居民提供豁免或優惠前，有必要顧及居住於收費區內的居民的駕駛習慣及擁有的車輛數量。原則上，在劃定收費區域時應確保中區所有居民在駕駛時能夠使用免費的替代路線以往返居所，否則應獲得豁免。不過，考慮到倫敦的經驗，為居民提供豁免或優惠或會限制日後擴張收費區的範圍，政府應有全盤規劃，再探討有關問題。

建議

29. 電子道路收費計劃牽涉到多個範疇，例如中上環的街道狹窄，收費區內居民的日常生活將受到影響，落實不同的豁免及優惠亦會影響收費計劃的成效。由於道路收費的概念對市民相對陌生，整體的收費機制應簡單易明以方便市民接受，收費水平亦應設立在較低的水平。
30. 綜上所述，新民黨對電子道路收費由以下建議：
 - A. 政府日後可考慮分階段將上環的住宅區納入作為研究的一部分，以觀察相關交通流量的變化及向居民提供豁免的影響。
 - B. 收費水平應定於一個能讓市民容易接受的水平，並審慎考慮於收費計劃內加入時間元素後可能引致的交通安全問題。
 - C. 特首於 2016 年的《施政報告》倡議發展智慧城市，其中提到大數據（Big Data）於分析及推測交通路況的應用。電子道路收費計畫將會涉及到收集大量的數據，政府應同時研究如何應用相關數據，加強交通管理措施，配合整體規劃，以及本港在開放公共數據上的進度。
 - D. 政府應在公眾諮詢及實行先導計劃的同時進行民意調查，以科學、量化、具代表性的方式收集市民意見，更新當年可持續發展委員會的研究結果，探討可否透過市民對本港空氣質素的關注，爭取更大的支持，掌握民情。
 - E. 鑑於物流業界在送貨上的需要，我們同意向有關車輛提供有條件的豁免，例如有關車輛並不會停留在收費區內過長的時間才可獲得豁免。
 - F. 考慮到倫敦的經驗，為居民提供豁免或優惠或會限制日後擴張收費區的範圍，政府應有全盤規劃及凝聚社會共識，再探討有關問題。

同時，新民黨希望政府明白電子道路收費計畫只是整體交通規劃的一部分，為疏導中區交通車流，政府有必要結合都市規劃方面的工作。就此，新民黨建議：

- A. 考慮於美利道停車場改建時規定地皮重建後提供與現時數量相若的停車位以配合落實電子道路收費計畫，而非削減區內車位。

- B. 加快整合本港連接中區的公共交通網絡以及完善中區與區外的行人網絡。
- C. 鼓勵更多位於各區交通交匯處附近的停車場提供轉乘優惠（Park and Ride），包括轉乘月票計畫，為市民轉用公共交通工具提供誘因。

總結

- 31. 交通擠塞是各個國際性城市都在面對的問題。隨著市民收入及生活水平提升，他們會開始追求比較方便及個人化的交通工具，但同時將衍生交通擠塞的問題。
- 32. 我們認同電子道路收費屬於解決交通擠塞問題不可或缺的一環，然而我們不應期望單靠電子道路收費就能一勞永逸地解決有關問題。同時政府應積極凝聚市民共識，避免給予公眾為收費而收費的觀感。可持續發展委員會曾於 2007 年指出，市民願意付出額外的交通費用以換取更潔淨的空氣，政府應朝有關方向市民解釋相關理念。

2016 年 3 月

HKIP comment

Benson Poon < >
To: info@erphk.hk

18 March 2016 at 11:47

To whom it may concern,

Enclosed, please find our comment letter by the Hong Kong Institute of Planners, on the ERP Pilot Scheme.

Thank you.

—

kind regards,

Benson

Masterplan Limited

Direct:

Tel:

Fax:



20160318 - HKIP comment ERP.pdf

414K



**THE HONG KONG
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7 Gloucester Road, Wan Chai, Hong Kong.

Date: 18 March, 2016
(By Fax and Email)
(Fax No. 2802 2673)

Dear Sir or Madam,

Re: Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas,
Public Engagement Document

In the last decade, traffic congestion of Hong Kong's city center has worsened to detrimental levels. The negative impacts of this have been notorious, especially loss in productive hours to local businesses, a deteriorating walking environment, road-side air pollution, and an unfriendly city image for tourists. In this respect, we are in-principle support for implementing the ERP pilot scheme as soon as possible, as it provides an innovative, sustainable and effective means to reduce the congestion in the Central Business District, build on our world-class public transport system, create opportunities for environmental improvement and a more pedestrian-friendly city center.

The benefits of ERP is well-recognized and case studies from Singapore, London and other global cities have shown that it can effectively and significantly reduce traffic congestion, and in parallel, enable complementary measures to boost local businesses, reduce environmental pollution, and convert unneeded road space for public spaces and walking environment. Therefore, emphasis should be put on pedestrian planning as an important complementary measure in the ERP pilot scheme; to create a walkable city centre and raise the world-class image of the Central Business District.

Since 2000, the Hong Kong Institute of Planners has been taking forward the implementation for a pedestrian and tram precinct at Des Voeux Road Central, from Morrison Street to Pedder Street. This scheme should be encompassed in the ERP Pilot Scheme area, and considered as a complementary measure. DVRC is pivotal location of pedestrian connection between the inner city area to the waterfront (in north-south direction) and also Sheung Wan, Central and other districts (in east-west direction). It also has advantage of having MTR exits throughout the length of the street. It is very accessible to public transport, including the MTR, tramline,

bus network, mini-bus and taxi. Our study have carried out technical assessments that show the reduction in vehicle numbers would allow road space to be converted for pedestrian facilities, which would bring about improvements to the city environment and air quality.

In measuring the effectiveness of the ERP Pilot Scheme, besides air quality and traffic aspects, the changes in pedestrian flow and numbers should also be included to look at the impact on the pedestrian environment.

We fully support the early implementation of the Electronic Road Pricing scheme in the Central District, and to include the entire length of DVRC as an important focus area of the early phases of this scheme; which we believe would bring about the greatest public benefits.

Yours faithfully,

Dr. Eunice Mak
HKIP President

民建聯對電子道路收費計劃的意見

1 message

李珮芬 **fannie** < >
To: "info@erphk.hk" <info@erphk.hk>

18 March 2016 at 11:50

你好,

民建聯對電子道路收費計劃的看法夾於附件。

Fannie Lee

Research Officer, Research Department

Democratic Alliance for the Betterment &

Progress of Hong Kong (DAB)

Direct Line:

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2 attachments



160318 民建聯對電子道路收費計劃的意見_交運輸署.pdf
230K



151223 增加泊車位__建議書.pdf
2458K

(意見書)

對「中環及其鄰近地區電子道路收費先導計劃」的看法

2016. 3. 18

當局為了紓緩道路交通擠塞問題，現正籌劃在中環及其鄰近地區推行電子道路收費先導計劃。民建聯有以下看法：

一、 收費制度措施絕非良策

政府早於 1996 年向當年的立法局財委會提出「電子道路收費的可行性研究」撥款申請，民建聯當時已察覺到採取收費制度措施來阻嚇及壓抑道路的合法使用非但不公平，且欠缺成效¹，因此而反對撥款。

而根據是次諮詢文件列出三個實施電子道路收費計劃的地區²，我們發現英國的「倫敦計劃」，為維持計劃的成效，由 2003 年實施至今經已三度上調收費；瑞典「哥德堡計劃」於 2013 年開始實施，至今不足三年也上調過收費，這都印證了我們的看法，即是採取收費制度措施只能在實施早期發揮效用，當推行一段時間，市民已適應了有關收費後便會故態復萌，繼續如常前往收費區，而政府為了維持計劃的成效，唯有提高收費。

我們認為這種「治標不治本」措施，非但未能針對問題的根源，推行的措施也只會衍生更多問題，甚或造成擾民，也令人質疑市民可公平使用道路的自由。

二、 泊車位不足是問題根源

近年車輛數目持續增加，本港車輛數目由 2003 年的 524,000 輛，激增至去年 9 月的 720,663 輛³，而與此同時，全港泊車位供應卻未有同步增加，同期全港的泊車位也只得約 724,283 個，粗略推算，全港汽車數目達泊車位的 99.45%。換言之，當所有車輛在固定車位不開不動，全港也只有 0.55% 空置車位提供，反映目前泊車位供求異常緊張。

¹ 參考 1996 年 6 月 7 日立法會財務委員會會議紀錄

² 包括「倫敦計劃」、「新加坡計劃」及「哥德堡計劃」，見諮詢文件的第 23、26、29 段

³ 據交通諮詢委員會於 2014 年 12 月發表的《香港道路交通擠塞研究報告》

在車位不足，車位難求之下，駕駛者唯有被迫違法，隨街擺放車輛，民建聯於去年年底巡查各區，結果發現私家車、貨車等營業車輛的違泊情況是不分晝夜和不分區域，一些市區繁忙路旁，例如中環和灣仔一帶，經常出現禁區違泊、貨車隨處上落貨，亦有車輛因為排隊等候進入停車場而在繁忙街道湧現車龍等，這些情況都縮窄了原有路面範圍，限制車輛通過，加上有關部門執法不力，令違泊和塞車問題加劇。

三、 忽略中環灣仔繞道帶來效益

全長 4.5 公里的中環灣仔繞道正在動工興建，當繞道通車後⁴，與東區走廊連接路連成一條策略性幹道，將為中環及灣仔提供一條東西行快速通道。從中環駕車前往北角東區走廊只需約 5 分鐘，疏導車輛至商業中心區以外及紓緩區內現有道路網的擠塞情況，也大大減輕現時告士打道、夏慤道及干諾道中走廊的交通擠塞情況。

因此，基於上述考慮因素，我們鄭重希望政府必須首先充分考慮中環灣仔繞道建成後所帶來的效益才計劃推行電子道路收費計劃。此外，我們要求當局在推行計劃前，必須首先提供以下完備的配套措施：

1. 推行全面的泊車政策

政府在過去二十年只進行了兩次泊車位研究，即是 1995 年《泊車位需求研究》，及 2002 年《第二次泊車位需求研究》，雖然 2014 年 12 月交諮會向運輸及房屋局局長提交《香港道路交通擠塞研究報告》，卻並非針對泊車問題，建議當局就泊車位的供求情況作定期調查，並分區檢視，完善各區的泊車位供求，推行全面而有效的泊車政策。

2. 參考民建聯建議推行短、中，長期泊車措施

針對泊車位不足問題，民建聯在較早時提出了十項短、中，長期措施建議，包括開放一些政府專用的大廈空地，讓公眾在非辦公時間作為公眾停車場；善用一些待招標的官地租予管理公司作臨時停車場用途，當中並加入條款，指定停泊一定比例的營業車種。長遠亦應構思一下如何善用現有的公共空間，例如台灣會用一些天橋底發展為停車場；研發智能泊車信息系統，讓駕駛者只須透過應用軟

⁴ 2009 年動工時計劃於 2017 年通車

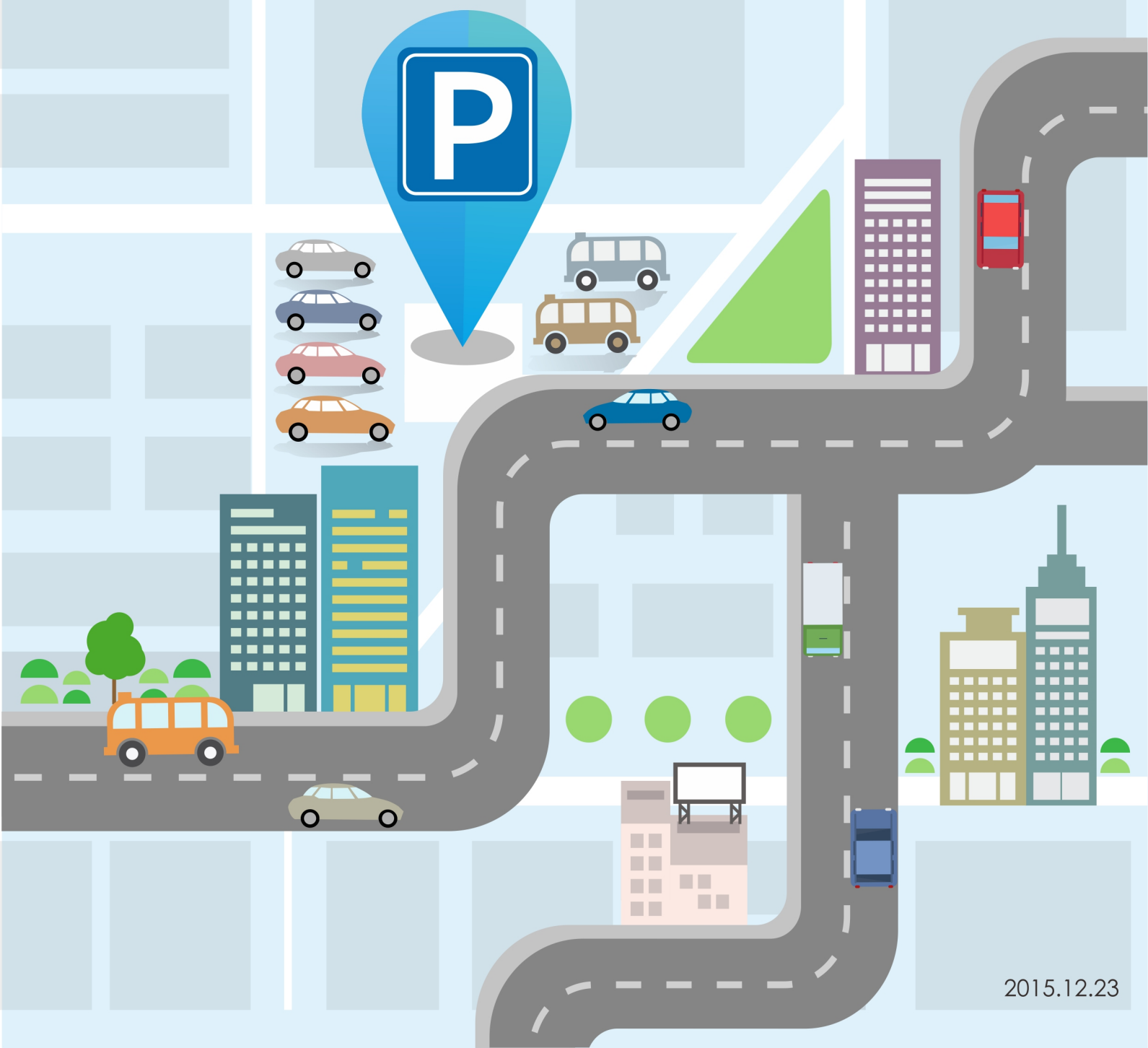
件程式(APPS)便可以掌握就近政府或商業營運的停車場資訊；另外，訂立替代停車場設施原則，當局在拆卸或收回停車場設施前，當局必須在附近設立足夠的臨時泊車措施。此外，當局應就《香港規劃標準及準則》的新修訂作出檢討，包括研究將新界區新建屋苑的車位比例放寬，迎合居民需要等等。(詳見附件)

3. 商用車輛獲豁免收費或提供優惠

由於推行電子道路收費計劃後勢加重行走中環及附近一帶商用車輛的營運成本，假如當局決意推行計劃，建議有關方面應參考海外地區的做法，向商用車輛推行豁免收費或提供優惠，並且設立繁忙及非繁忙時間收費時段等。

(完)

增加泊車位供應建議



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一、目前泊車位不足的情況

1. 泊車位供應不足

根據運輸署資料顯示，截至 2015 年 9 月全港領有牌照的車輛數目是 720,663¹，而同期全港的泊車位共約 724,283 個²，雖然泊車位數目略高於領有牌照的車輛數目，可是當駕駛者使用車輛時，必須同時使用其他泊車位，而按上述數據的粗略推算，全港汽車數目達泊車位的 99.45%³，換言之，當所有車輛在固定車位不開不動，全港也只有 0.55%空置車位提供，反映目前泊車位供求十分緊張。

事實上，近年車輛數目持續增加，據交通諮詢委員會去年十二月發表的《香港道路交通擠塞研究報告》，本港車輛數目增長速度驚人。過去 10 年，車輛數目由 2003 年的 524,000 輛，激增至 2013 年的 681,000 輛，增幅 30%，到今年 9 月攀升至 720,663 輛⁴，增幅進一步升至 37.5%。

全港汽車數目達泊車位：

$$\frac{720663}{724683} = 99.45\%$$

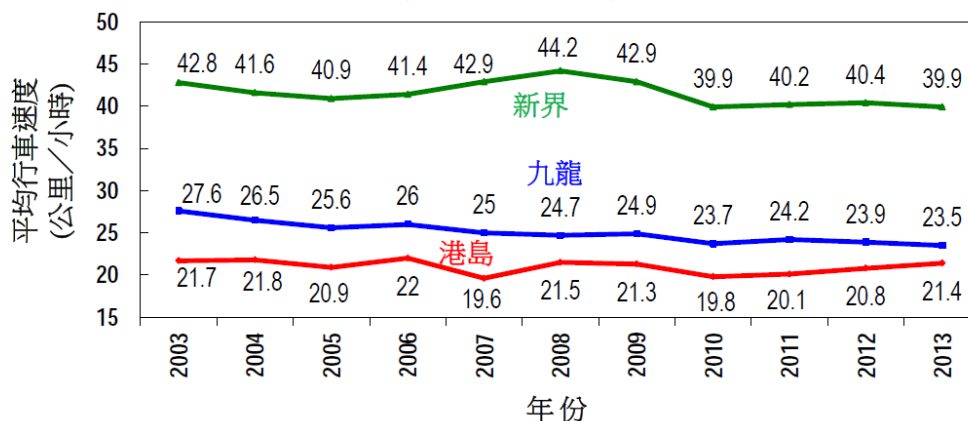
¹運輸署資料月報

² 參考自立法會 2015 年 11 月 18 日「泊車位供應」書面答覆

³ $720,663/724,683 = 99.45\%$

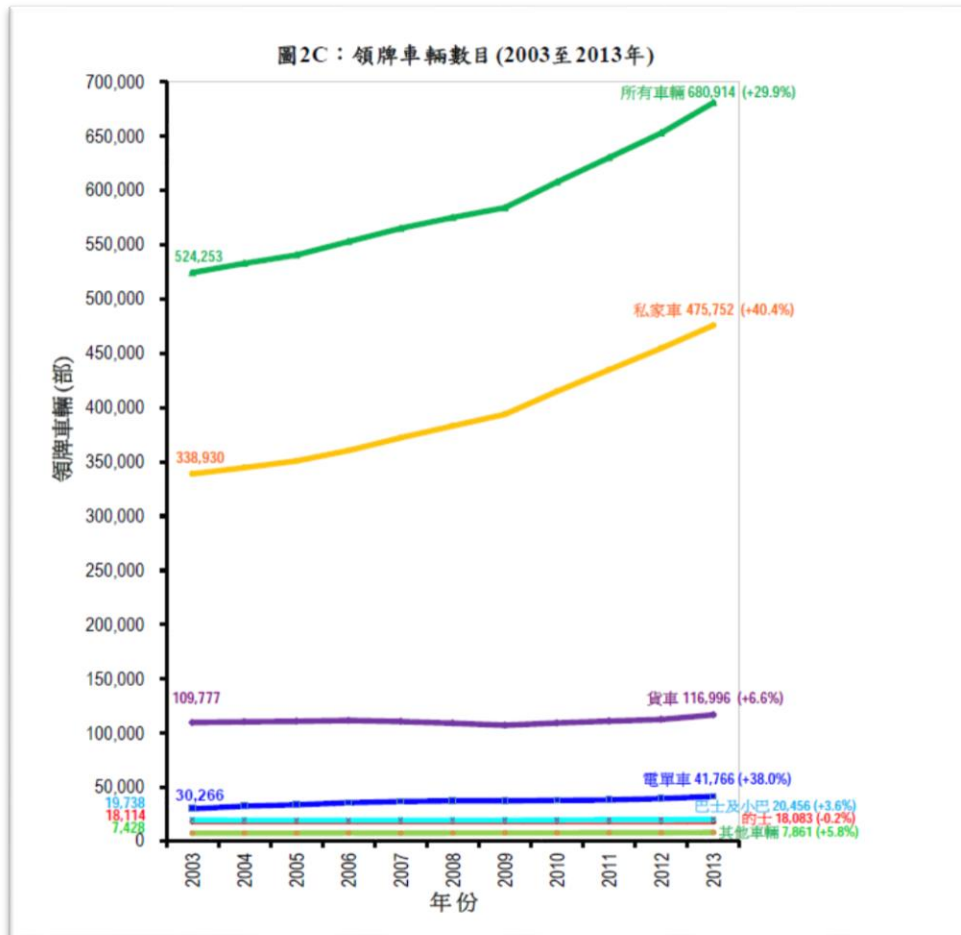
《報告》並指出，港島、九龍和新界的平日早上繁忙時間的平均行車速度有下降趨勢，2003年港島區錄得每小時 21.7 公里，至 2013 年底每小時 21.4 公里，減幅為 1.4%；同期，九龍區則由 27.6 公里下降至 23.5，減幅達到 14.9%；另外，新界區則由 42.8 公里下降至 39.9，減幅為 6.8%(見下表)。由此可見，當公共道路網絡難於短時間內擴展時，車輛數目持續增加，令塞車情況越來越嚴重，亦反映了港島區人口正逐漸遷移至其他九龍或新界等地，令這些地區逐漸出現人多車多的情況。

圖 2B：平日早上繁忙時間的平均行車速度
(2003 至 2013 年)



資料來源：香港道路交通擠塞研究報告 (交通諮詢委員會 12/2014 第 17 頁)

此外，據政府資料顯示，本地整體車輛數目增長主要來自私家車。在 2003 至 2013 年期間，私家車共增加了四成；而截至去年九月，登記私家車的總數為 535 537 架，按年增長 4.6%。(見表)



資料來源：香港道路交通塞車報告 (交通諮詢委員會 12/2014 第 18 頁)

2. 泊車位租金節節上升

在車位供不應求下，泊車位租金急升。作為全港最大型停車場業主之一的領展(前稱領匯)，近年停車場使用率節節上升，由 2010 年度的 71.8%增加至 2015 年度的 94.1%，反映市場對泊車位需求正逐年遞增(見表(1))。

根據該集團 2009 年至 2015 年 3 月 31 日末期業績公布，每個泊車位的每月收入由 2009 年的 \$1,029、2013 年的 \$1,054，上升至今個年度的 \$1,767，6 年來升幅高達 71.7%，租金價值上升亦令到領展每年停車場租金收入由 2009 年的不足 10 億，增至今年度的 16 億，升幅超過五成。此數字同時反映了租用領展泊車位的車主，正面對車位不足及車位租金節節上升的壓力。

表(1)領展最近 6 年停車場使用率及相關收入情況

	2009	2010	2011	2012	2013	2014	2015
使用率	71.3%	71.8%	75%	79.6%	83.5%	88.1%	94.1%
每個泊車位每月收入	\$1,029	\$1,054	\$1,095	\$1,222	\$1,378	\$1,566	\$1,767
每個泊車位平均估值	無提供			\$192,000	\$143,000	\$235,000	\$330,000
停車場租金收入(億)	\$9.82	\$10.05	\$10.44	\$11.66	\$13.15	\$14.94	\$16.56

資料來源：領展(前稱領匯)年報(年度計算為截至每年的3月31日)

3. 因新發展或重建而關閉原有停車場設施

隨著人口增加，多個新、舊區發展，大、小型屋苑近年也相繼落成，令不少舊區呈現新面貌，此情況尤其以新界最為明顯。以荃灣為例，隨著多個大型屋苑入伙，區內人口由 2006 年的 28 萬，增至 2014 年 30 萬，與此同時區內的原有停車場卻因為土地發展而被迫關閉，令車位不足問題嚴重，粗略估計因為荃灣 5、6、7 區的發展，已令停車場數目銳減 1060 個（見表(2)）。

表(2)荃灣 5、6、7 區及其他項目於發展前、後提供車位情況

發展前		發展後	
露天停車場(個)	約 1000	公共車位(個)	240
荃灣碼頭運輸大樓停車場(個)	約 300		
總數(個)	約 1300	總數(個)	240
欠缺 1060 個			

資料來源：關注泊車聯盟

此外，其他新市鎮，例如將軍澳調景嶺，同樣因為區內發展和人口上升，對車位需求有增無減，一些私人屋苑車位的月租動輒四、五千元也長期爆滿，在「一位難求」之下，不少車主選擇將車輛停泊路邊，令區內違泊問題愈見嚴重。

4. 違例泊車問題情況嚴重

車位不足，令不少車主被迫違例泊車。根據警方⁵數字顯示，違例泊車情況近年有逐年遞增趨勢，於 2010 年警方發出違例泊車檢控數字為 737,061 宗，到 2014 年已激增至 1,069,567 宗（見表(3)），增幅達 45.11%，今年 7 月亦已錄得 723,000，預期年底或有機會突破去年數字。

⁵ 警務部交通總部發出的交通報告

表(3)2010至2014年違例泊車遭警方檢控數字

年度	2010	2011	2012	2013	2014	2015
違例泊車 ⁶ (宗)	737,061	796,802	907,384	1,020,412	1,069,567	723,000 (截至7月)
增幅	TBA	+8.1%	+13.88%	+12.46%	+4.82%	---

另外，按警方分區數字來看，新界南及新界北等較為偏遠地區的違例泊車情況最為嚴重，比較2012至2014年間的檢控數字，新界南錄得近42%增幅，新界北錄得近50%增幅，升幅驚人（見表(4)）。

表(4)比較2012及2014年分區違例泊車遭警方檢控情況

分區	港島 ⁷	東九龍 ⁸	西九龍 ⁹	新界南 ¹⁰	新界北 ¹¹	合計
2012年	234,548	101,895	309,877	117,006	144,058	907,384
2014年	219,129	138,915	329,870	165,614	216,039	1,069,567
增/減	-6.57%	+36.33%	+6.45%	+41.54%	+49.97%	+17.87%

⁶ Pol.525 定額罰款(違例泊車)

⁷ 港島：東區、灣仔、中西區、南區

⁸ 東九龍：黃大仙、觀塘、西貢

⁹ 西九龍：油尖旺、深水埗、九龍城

¹⁰ 新界南：沙田、葵青、荃灣、離島

¹¹ 新界北：北區、元朗、屯門、大埔

5. 停車場錯配

香港泊車位出現資源錯配，造成了部分地方停車場供過於求，或求過於供，特別是日夜間問題更為突顯；以政府的多層停車場為例，上個年度一些市區停車場的非繁忙時間出現只有 13% 使用率，就算繁忙時間也僅錄得 29% 的平均使用量（見表(5)）；另一方面，一些非政府營運的停車場，供應卻頗為緊張，較早時有報章指出，九龍東有 34 個短期租約停車場，提供了 6600 個車位，當中近七分之一的使用率超過 90%¹²。

表(5)2014 年部份政府多層停車場使用率出現不足的情況

政府多層停車場	繁忙時間平均使用量(%)	非繁忙時間平均使用量(%)
香港仔停車場	86	75
大會堂停車場	29	13
堅尼地城停車場	78	73
葵芳停車場	62	58
中間道停車場 ¹³	64	34
美利道停車場	61	37
林士街停車場	80	54
筲箕灣停車場	86	78
雙鳳街停車場	88	76
天星停車場	75	35
天后停車場	80	67
荃灣停車場	82	76
油麻地停車場	72	51

¹² 大公報 2014 年 1 月 14 日

¹³ 2014 年 7 月 1 日關閉使用

二、 政府現行措施

1. 現行措施¹⁴

政府透過多個途徑在各區提供泊車位以應付需求，包括以下三項因素：

- (i) 按照《香港規劃標準與準則》的規定，在顧及發展項目附近一帶的交通及泊車情況下，透過賣地條款要求發展商在發展項目中提供適量泊車位供各種車輛使用；
- (ii) 如有需要，將未有即時發展計劃的土地撥作臨時停車場；以及
- (iii) 在不影響道路安全及其他道路使用者的情況下，在適當的地點加設路旁泊車位。

2. 修訂《香港規劃標準與準則》

《香港規劃標準與準則》原規定，評估一個私人屋苑內泊車位需求，須根據(1)項目內的單位面積，以及(2)與鐵路站距離兩大因素，運輸署於 2014 年初完成研究，建議加入(3)項目地積比率作為第 3 個調整比率。

修訂後的《香港規劃標準與準則》，私人樓宇車位數目規定將會同時考慮發展密度因素，地積比率逾五倍的發展項目，車位數目需要減少一成至兩成半；中小型單位樓盤的車位數目亦

¹⁴ 參考自今年 6 月 24 日立法會的質詢及回覆

要銳減最少三成，以鼓勵市民盡量使用集體運輸系統。根據計算，未來若有供應中小型單位的樓盤，以超過地積比率五倍發展，又位於鐵路沿綫，整體車位數目減幅可達四成四¹⁵。有關修訂後的準則詳見本建議書後面的附件。

3. 政府關注私家車增長迅速

近年政府表示十分關注私家車增長速度。交通諮詢委員會 2014 年底提交《香港道路交通擠塞研究報告》指出，目前私家車佔領牌車輛總數約七成，而其數目在 2003 年至 2013 年間總數增加了四成，佔同期領牌車輛總數增長近九成。如果任由車輛數目繼續以現時趨勢增加，十年後全港車輛總數會達 100 萬架，其中 70 萬架會是私家車。

政府認同有需要採取多管齊下措施處理道路擠塞問題，包括管理私家車數目的增長，並同時提升較具道路使用效率的公共交通系統的容量，減少對私家車的依賴。

當局表示，在優先考慮商業車輛泊車需要及公共交通為本的政策前提下，政府仍會在整體發展容許之下提供適量的私家車泊位，但希望不會誘使原擬乘搭公共交通工具的乘客轉用私家車。如何拿捏當中的政策平衡，既基於政策大原則，也要看具體地區情況。在有新發展項目或是重建項目並提供機會增加私家車泊位數目時，當局在考慮增加泊位的同時，亦需顧及就土地或樓面面積其他用途的需要。

¹⁵ 參考 17/3/2014 星島日報

三、 建議

針對上述泊車位不足問題，我們建議當局可按短、中及長期，合共 10 項解決方案措施建議，有關建議如下：

短期措施

1. 充分使用政府多層停車場

(a) 採取彈性泊車收費

針對部份政府停車場出現非繁忙時間使用率不足的情況，建議進一步採取彈性泊車收費政策，除了分為日、夜間收費外，於日間的非繁忙時段提供折扣收費，並多作宣傳以鼓勵駕駛在該段時間使用。

(b) 增加營業車輛的泊位供應

鑑於營業車車輛泊位長期供應不足，建議將現行政府多層停車場部份樓層改為營業車位專用區，供應旅遊巴、保姆車及貨車專用位等，以紓緩市場對營業車泊位供應不足的情況。

2. 善用政府建築物空地

市區泊車位需求甚殷，建議政府進一步開放部份位於市區建築物的空地，讓公眾在非辦公時間例如周末及平日的晚上作為公眾停車場，以中區美利大廈¹⁶為例，該大廈於重建前為政府部門辦公室，於每天 6 點辦公時間後及周末假期時開放讓公眾泊車，幫助紓緩區內泊車位不足問題。

3. 提供更多短期租約停車場

現時市區或新界有不少待招標或有待規劃政府用地（俗稱官地／爛地），建議用較低廉價錢租予管理公司作臨時停車場用途；此外，當局在批出臨時停車場用途時，並加入必須停泊指定百分比的大型或中型營業車作為條款，以協助紓緩此類車種面對的泊位難問題。

中期措施

4. 增建泊車轉乘設施

¹⁶現已訂為酒店項目

目前，全港有 11 個提供泊車轉乘服務的停車場，分布於香港島、九龍及新界各區（包括市區及郊區），提供合共 3 871 個泊車位¹⁷。使用泊車轉乘駕駛者（即停泊車輛後，轉乘港鐵前往目的地的人士）使用這些停車場，可以獲得不少泊車優惠。至於其他駕駛者（即停泊車輛後沒有轉乘港鐵的人士），亦可使用這些停車場，但須繳付全費。

由於此類停車場通常設於近郊或市中心外圍，以便減少車輛駛進最擠塞的地區，建議當局在經常出現車輛擠塞區域的外圍，物色合適地點增建泊車轉乘停車場。

此外，政府應積極擴展一些使用量十分高的泊車轉乘站，例如西鐵錦上路、上水鐵路站等新界區的轉乘站，以便鼓勵駕駛者多使用集體運輸工具前往市區。

5. 訂立替代停車場設施原則

建議當局在拆卸或收回停車場設施前，必須在受影響停車場附近設立足夠的臨時泊車措施，避免出現因停車場關閉而令到駕駛者需要花費時間在路面上四處尋找停車場，相信可以減少路面行車，亦可以方便駕駛者出行前作出準備。

¹⁷ 目前有 11 個泊車轉乘停車場，位於或鄰近港鐵車站。當中，7 個位於或鄰近香港站、九龍站、青衣站、彩虹站、錦上路站、紅磡站和上水站，由運輸署或香港鐵路有限公司管理；其餘 4 個，即位於或鄰近奧運站、坑口站、烏溪沙站和屯門站的泊車轉乘停車場，則由私人公司管理。

6. 引入智能泊車信息系統

積極研發智能泊車信息系統，將附近政府及商廈停車場泊位資訊綜合起來，讓駕駛者只須透過應用軟件程式(APPS)便可以掌握就近泊位資訊，當局並可仿效新加坡在商業區推行實時泊車顯示板，令駕駛者無須為尋找泊車位而四處兜路¹⁸。



7. 善用公共空間發展另類停車場

參考其他地方的經驗，研究利用公眾空間，例如天橋底或附近空地等發展停車場。

當局並應針對區內各類車種的泊車位需求情況，優先讓指定類別車種首先使用，以紓緩區內泊車位不足情況。

¹⁸早於 2008 年，新加坡運輸部門已在市中心，例如烏節路兩旁裝置大型電子顯示屏，列出附近的停車場位置及實時可供泊位數目，方便駕車人士預先安排行程及決定泊車地點，美國有研究顯示，繁忙時間在道路上可有高達 30% 的車輛其實是在兜圈找泊車位的，提供實時停車場泊車數據，可有效減少路面擠塞。

8. 定期就泊車需求情況作詳細調查

政府早於 1995 年完成《泊車位需求研究》，其後於 2002 年發表《第二次泊車位需求研究》，雖然去年十二月交諮會向運輸及房屋局局長提交的《香港道路交通擠塞研究報告》，但並非主要針對泊車問題而進行研究，而為了更有效地掌握泊車位的實際供求情況，建議當局就泊車位的供求情況作定期調查，並分區檢視，以便更有效地完善各區的泊車位供求情況。

長期措施

9. 檢討《香港規劃標準與準則》內有關泊車位的供應標準

政府於 2014 年 2 月修訂了《香港規劃標準及準則》內有關私人住宅私家車泊位供應的指引，當局評估一個私人屋苑內泊車位需求，除了以往須根據項目內的單位面積，以及與鐵路站距離兩大因素外，並會加入項目地積比率作為第 3 個調整比率，令新建屋苑的泊車位大幅減少。

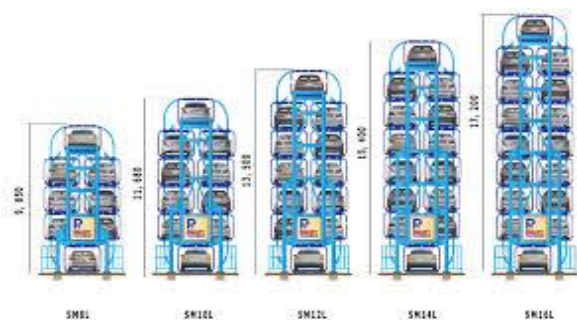
由於新界偏遠地區與市區存在一定距離，縱然鄰近鐵路網絡，部份有需要人士仍然需要駕車出入，近年便出現新界區新屋苑車位供應異常緊張情況，部份屋苑車位二手售價更拾級而上

19，建議當局就《香港規劃標準及準則》的新修訂作出檢討，研究將新界區新建屋苑的車位比例放寬，迎合居民需要，並減少新界村民經常被迫違泊的情況。相反地，對於一些泊車位過剩的屋苑，當局應研究將部份空置車位改為單車位或其他車輛停泊處，方便屋苑居民使用。

10. 引入新穎的泊車系統

長遠而言，應參考海外地方，發展新穎泊車模式。例如參考日本、韓國等地方引用的 Rotary Parking system (旋轉式停車系統)，結合嶄新科技和向高空發展，使有限的空間可同時容納更多車輛。

Rotary Parking system



此外，當局在重建停車場時，亦可以參考 Robotic Car Parking 的做法，引入全面自動化的智能系統停車設施，或於台灣推

行的棋盤式/倉儲式停車設備，發展一些既省位也方便車主的泊車系統及模式。

¹⁹入伙三十年的沙田銀禧花園，車位過往不顯眼，現時已點石成金，售價於六年間升價四倍，沙田名城、溱岸八號以至將軍澳天晉，車位售價均炒高至逾二百萬元，兩年漲價逾五成，升幅遠高於市區車位。（頭條日報 8/05/2015）

將軍澳調景嶺近年住宅與人口皆急升，市民對車位的需求有增無減，惟區內大型公共停車場與咪錶位皆欠奉，即使私人屋苑車位月租動輒四、五千元亦長期爆滿。一位難求，不少車主選擇將車輛停泊路邊，令區內違泊問題愈見嚴重。（太陽報 28/01/2015）

Rotary Parking system



Robotic Car Parking



(完)

四、參考資料

1. 《運輸署資料月報》2015年6月份 網上版
http://www.td.gov.hk/filemanager/en/content_4705/table41s.pdf
2. 《香港道路交通擠塞研究報告》2014年12月
http://www.thb.gov.hk/sc/boards/transport/land/Full-Chi_C_cover.pdf
3. 立法會交通事務委員會 政府就交通諮詢委員會提交的
《香港道路交通擠塞研究報告》的回應 CB(4)922/14-15(04) 2015年5月
<http://www.legco.gov.hk/yr14-15/chinese/panels/tp/papers/tp20150512cb4-922-4-c.pdf>
4. 領展年報
<http://www.linkreit.com/SC/investor/Documents/20150610%20-%20Final%20Results%20Announcement%20for%20the%20Year%20Ended%2031%20March%202015%20%28c%29.pdf>
5. 關注泊車聯盟新聞稿「車位不足 迫人露迫」(12/7/2015)
6. 警務部交通總部發出的交通報告 2010至2014年
[http://www.police.gov.hk/info/doc/statistics/Traffic%20Report%202014%20\(Chi\).pdf](http://www.police.gov.hk/info/doc/statistics/Traffic%20Report%202014%20(Chi).pdf)
7. 智能停車場設施
<http://www.roboticparking.com/index.htm>
https://www.youtube.com/watch?v=0-IS_ban0M4 (台灣)
8. 《香港規劃標準與準則》第八章 內部運輸設施 2014年2月
9. 廣州日報 2015年9月15日報導 「神奇车库 35平方米停108輛」

附件

第 1 節：住宅發展的泊車設施標準

發展類別	所需車位數目			所需上落客貨設施數目	
	標準		備註	標準	備註
1. 資助房屋 -	- 私家車：			見註釋(1)至(3)	在每幢住宅大廈周圍為公共服務車輛關設至少 1 個上落客貨處
	通用泊車標準(GPS)		按比例每 6 至 9 個單位關設 1 個泊車位		
	需求調整比率(R1)	所有資助房屋	0.23		
	地點遠近調整比率(R2)	在火車站 500 米半徑範圍內 ¹ 見註釋(2)	0.85		
		在火車站 500 米半徑範圍外 ¹ 見註釋(2)	1		
	泊車位所需數目 = GPS x R1 x R2				
	- 輕型貨車： 按比例每 200 至 600 個單位關設 1 個輕型貨車泊車位				
- 中型貨車： 沒有固定標準。可善用屋邨附連的商業中心所劃設的上落客貨處作通宵停泊					

(如需更多指引，請參閱「規劃綱領」)

發展類別	所需車位數目			所需上落客貨設施數目		
	標準		備註	標準	備註	
2. 私人房屋 -	- 私家車：			見註釋(1)和(4)至(6)	- 按比例每 800 個單位或餘數不足此數者，就在有關發展的用地範圍內關設至少 1 個貨車上落客貨處，但每幢住宅大廈也起碼要有 1 個此等上落客貨處，或以有關當局所定的要求為準 - 同時應該在每幢大廈周圍為公共服務車輛關設上落客貨處	
	通用泊車標準(GPS)		按比例每 6 至 9 個單位關設 1 個泊車位			
	需求調整比率(R1)	單位面積(平方米) (總樓面面積)	單位面積≤40 平方米			0.4
			40<單位面積≤70 平方米			0.7
			70<單位面積≤100 平方米			2.1
			100<單位面積≤130 平方米			5.5
			130<單位面積≤160 平方米			7.5
			單位面積>160 平方米			9.5
地點遠近調整比率(R2)	在火車站 500 米半徑範圍內 ¹ 見註釋(4)		0.75			
	在火車站 500 米半徑範圍外 ¹ 見註釋(4)		1			

發展類別	所需車位數目				所需上落客貨設施數目	
	標準		備註		標準	備註
2. 私人房屋 -	- 私家車:					
	發展密度調整比率 (R3)	住用地積比率 (地積比率)	0.00 < 地積比率 ≤ 1.00	1.30		
			1.00 < 地積比率 ≤ 2.00	1.10		
			2.00 < 地積比率 ≤ 5.00	1.00		
			5.00 < 地積比率 ≤ 8.00	0.90		
			地積比率 > 8.00	0.75		
泊車位所需數目 = GPS x R1 x R2 x R3						

發展類別	所需車位數目		所需上落客貨設施數目	
	標準	備註	標準	備註
3. 鄉村屋宇	- 每幢標準大小(65 平方米)的新界豁免管制屋宇可開設泊車位至多 1 個，而泊車位總數的 10%至 15%可供貨車通宵停泊用	- 一般開設在鄉村範圍內的公用停車處		

註釋：

所有住宅發展

(1) 運輸署會根據每區普遍的泊車位供求情況，在通用泊車標準的規限下為各區訂定區內泊車標準，並會不時予以檢討。

資助房屋

(2) 如果有關發展的所在地範圍超過 50%位於火車站 500 米半徑範圍內，則應該容許住宅泊車位的供應量減少 15%。不論火車站的布局及設計，計算火車站的 500 米半徑範圍，均應該從火車站的中心點起計。

(3) 在根據單位數目來計算所需的私家車和輕型貨車泊車位總數時，無須計及「單人/雙人」單位。

私人房屋

(4) 如果有關發展的所在地範圍超過 50%位於火車站 500 米半徑範圍內，則應該容許住宅泊車位的供應量減少 25%。不論火車站的布局及設計，計算火車站的 500 米半徑範圍，均應該從火車站的中心點起計。

(5) 如果有關發展的單位面積超過 160 平方米，則表上所列的標準只屬基本要求。運輸署會按個別情況，考慮要求開設更多泊車位和上落客貨處。

(6) 在訪客泊車位方面，私人住宅發展內每幢超過 75 個單位的大廈，均須比建議的標準多開設 1-5 個訪客泊車位，或以當局所定的要求為準。至於其他私人住宅發展，運輸署會按個別情況建議所需的訪客泊車位數目。

電子道路收費先導計劃意見

Andy Ng < >
To: "info@erphk.hk" <info@erphk.hk>
Cc: Andy Ng < >

18 March 2016 at 12:11

本人不同意實行電子道路收費，原因如下：

1. 基本上解決不了塞車問題，因若有必要到哪地區，無論收費多少，車一樣會開進哪區域。
2. 若想控制車流量，也不需用收費，可用別的方，如一天是單號車牌進入，第二天是雙號車牌進入區域等等。
3. 收費只會造成更多特權階級，有錢的便什麼地方也可自由進入，而窮人不能，於理不合，因道路是大眾市民的，不分貧富的。
4. 道路收費最後只會轉到市民大眾，進一步推高通漲。
5. 交費後車輛，在進入收費區後，便會盡量停留在收費區內，車流量會因此反而變慢，對減少塞車沒幫助。

以上是本人意見。

謝謝

伍細輝

BEC's Submission on the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas

Prof. John Y. Chai < >
To: "info@erphk.hk" <info@erphk.hk>
Cc:

18 March 2016 at 12:25

Dear Sir/Madam,

Submission on the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas - Views from Business Environment Council Limited 商界環保協會有限公司

In response to the Public Engagement Document on the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas, issued by the Transport and Housing Bureau in December 2015, Business Environment Council Limited 商界環保協會有限公司 is pleased to submit our views in the enclosed document. If there are any questions or clarifications in regard to the content of our submission, please feel free to contact our Chief Executive Officer, Mrs Christine Cheung, at or .

Thank you for your attention.

Yours sincerely,

John Chai



Prof. John Y. Chai, Chairman

Business Environment Council Limited 商界環保協會有限公司

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| F



Transport Department
Room 3926
39/F Immigration Tower
7 Gloucester Road, Wan Chai
Hong Kong

18 March 2016

Dear Sir/Madam

Submission on the Electronic Road Pricing Pilot Scheme (in Central and Adjacent Areas)

Views from

Business Environment Council Limited 商界環保協會有限公司

Over the last two decades, Business Environment Council Limited 商界環保協會有限公司 ("BEC") has taken a leading role in advocating the business case for environmental excellence in Hong Kong. Our members are committed to actively engaging with the HKSAR Government ("the Government") on a range of issues relating to the environment and sustainability.

BEC is an independent charitable membership organisation comprised of approximately 200 member companies ranging from major holding companies to small and medium-sized enterprises in Hong Kong. Views expressed in this submission are those of BEC, and are based on consultation with our members, but may not necessarily be the same as the position of each individual member.

Summary

BEC welcomes the Electronic Road Pricing ("ERP") Pilot Scheme. It has in its 2016 CE Policy Address submission and previous policy address submissions asked the Government to consider measures such as ERP, to address hotspots of traffic congestion and roadside emissions in Hong Kong. We recognise the substantial body of evidence as to the benefits of ERP in terms of air quality, carbon emissions and addressing congestion. We recognise the local benefits in the form of enhancing the liveability of a city and its resource and economic efficiency, through reduced fuel usage and reduced, more consistent, commuting times.

Our detailed replies to the questions posed in the consultation are set out below. In order to address the damaging health impacts arising from air pollution, and ensure Hong Kong plays its part in reducing damaging GHG emissions, we ask the Government to:

- (a) Swiftly introduce the pilot in Central, with a view to its introduction for the long term and to enable consideration of electronic road pricing in other congestion affected areas.
- (b) Explore measures to strengthen the anticipated beneficial impact of ERP travel times of those who may currently drive in or through the area. These measures may include reviewing public bus routes, park and ride provision possibly at out of town MTR stations, introducing electronic information regarding parking space availability in the district, private block-based shuttle buses where they do not duplicate public transport



routes, better walking routes, and additional escalators/elevators. Government should consider ring-fencing revenue for improving the transport network and enhancing transparency as to how these funds are spent.

- (c) Introduce supporting measures to back up this scheme, including more rigorous enforcement of penalties for parking offences and enforcement of banned traffic manoeuvres, such as illegal turns and illegal stopping in yellow box junctions, as well as measures to discourage loading and unloading of commercial vehicles in peak hours. These supporting measures will complement the ERP scheme by ensuring a smoother flow of traffic.

Our Reasons for Supporting the Pilot Scheme

Hong Kong's transport infrastructure system is one of the best in the world with around 90% of journeys¹ carried out using the public transport system, which is comfortable and efficient. In some areas, such as Central and the Mid-levels, Hong Kong also has innovative transport systems, namely raised walkways and escalators. This allows for the efficient movement of people within a high density city where the value of land is one of the highest in the world which means a high opportunity cost of roadspace.

However, in recent years, the number of private vehicles has increased substantially, at a rate of approximately 8% a year². There are also about 120,000 heavy goods vehicles (including trucks, and coaches) in Hong Kong which though smaller in number emit the highest proportion of emissions. Franchised buses and taxis are also large contributors of emissions³.

We note that the Government's studies show that traffic⁴ makes a substantial contribution to emissions of the most harmful pollutants: 27% of NOx emissions, 20% of particulate matter (PM10s), 23% fine particulate matter (PM2.5s). In addition, ozone levels have increased in recent years⁵. It appears that at least in part these high ozone levels are related to traffic as ozone is formed from a reaction between NOx emissions and VOCs, a process which increases with more sunlight and higher temperatures⁶.

The health impacts of poor air quality are well-recognised by the WHO, and the Hedley Index in Hong Kong shows that on average in the past 10 years, we have had 3,097 premature deaths and 209,728 hospital bed days per year⁷.

Positive measures have been introduced by the Government to reduce the pollution flowing from traffic, such as subsidies for cleaner buses, subsidies for replacing pre-Euro 4 diesel commercial vehicles, and introducing LPG for taxis. Nevertheless pollution levels remain high⁸, and the Government takes the view that NOx emission reductions from this shift will not be sufficient to meet the targets⁹. This is particularly the case for congested streets, and in areas

¹ Lam, W. (2003). *Advanced Modeling for Transit Operations and Service Planning*. Elsevier publishing. ISBN 0-08-044206. Speech by the Commissioner of Transport, 2010 (http://www.td.gov.hk/en/publications_and_press_releases/speeches/20101211/index.html)

² "Transport, Communications and Tourism" Census and Statistics Department. Retrieved June 2015. <http://www.statistics.gov.hk/pub/B10100022015MM06B0100.pdf>

³ As above. See Clean Air Plan 2013 for numbers and impacts. http://www.enb.gov.hk/en/files/New_Air_Plan_en.pdf

⁴ Hong Kong Environmental Protection Department (2014), *Hong Kong Air Pollutant Emission Inventory*, http://www.epd.gov.hk/epd/english/environmentinhk/air/data/emission_inve.html

⁵ <http://news.cleartheair.org.hk/?p=9099>

⁶ <http://www3.epa.gov/airquality/ozonepollution/basic.html>;

⁷ Source: <http://hedleyindex.sph.hku.hk/>

⁸ <http://www.aqhi.gov.hk/en/annual-aqi/latest-annual-aqi.html>

⁹ Clean Air Plan, p.18.

like Central, Causeway Bay and Mong Kok, made worse by canyon type streets and limited air movement¹⁰.

There is evidence from many countries to support the introduction of ERP on the grounds of a cleaner environment which brings health and well-being benefits as well as in reducing the carbon footprint of a city. The International Council on Clean Transportation report¹¹ (2010) cites evidence to show:

- London: the introduction of the congestion charge in 2003 reduced CO₂ emissions by 15-20% and Particulate Matter (PMs) and Nitrogen Oxides (NO_x) by 10%¹².
- Singapore: traffic into the city fell by 45% after the introduction of the city-wide scheme in 1975 (overhauled in 1998 to introduce an electronic system, leading to a further fall by 20%).
- Stockholm: led to a 20% reduction in traffic and a reduction of CO₂ by 15%.

As stated in the ERP Pilot Consultation document, the recent feasibility study carried out for Hong Kong¹³ also shows substantial benefits. The 3rd study (as set out in the Consultation Document) shows benefits including:

- Vehicle kilometres in the zone forecast to reduce by 2-17%
- Vehicle hours forecast to reduce by 5-36%
- Average travel time for vehicles (in the zone) forecast to decrease by 2-25%
- Estimated net economic benefit of ERP resulting from journey time saving and lower vehicle operating cost: \$2 billion/ year.

In the light of this BEC's overall view is that this ERP pilot is an important step forward in terms of improving the liveability and efficiency of Hong Kong. Liveability is regarded as important for business success not only in terms of attracting talent and business to the city, but in avoiding loss of productivity as a result of ill-health. A healthier population also reduces the burden of health costs for the city.

The most desirable approach is therefore considered to be that which brings health benefits through a cleaner environment, as well as a lower carbon footprint for the city. We therefore emphasize the importance of the ERP being designed to achieve a cleaner environment to obtain the health benefits of improved air quality. Addressing congestion will reduce pollution through reducing the idling time and slow movement of vehicles, especially trucks and buses. The latter have higher overall emissions but low emissions per passenger. To ensure that people have sufficient alternative routes, we would like to see the system supported by improved alternative means of travel, including better pedestrian and cycling facilities (which also bring health benefits), enhancement of bus provision, and consideration of other measures such as park and ride schemes for out of town areas.

¹⁰ See Civic Exchange, PM 2.5 Pollution along the Tramway (2015)

¹¹ http://www.theicct.org/sites/default/files/publications/congestion_apr10.pdf

¹² Source: BBC article <http://www.bbc.com/news/uk-england-london-21451245> 2003-2013: Traffic levels decreased by 10.2%; Approximately 70,000 fewer vehicles are on the streets every day.

¹³ Hong Kong Transportation Department. (2015). Feasibility Study on Electronic Road Pricing. http://www.td.gov.hk/filemanager/en/content_524/erp_eng.pdf

Consultation Questions

Question 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?

Question 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 areas?

BEC takes the view that the boundary of the ERP Zone should be around areas of high levels of congestion, but be sufficiently wide to avoid the unintended adverse consequences of higher levels of traffic and pressure on parking facilities in neighbouring areas. The risk of commuters parking or being dropped off on the edge of the zone and walking into the centre of town, shifting congestion and pollution rather than reducing it needs to be minimised. The ease of availability of alternative transport in the wider region will mean that ease of travel remains good. So our view is that the boundaries should be broader than the narrow Central District, covering Sheung Wan and Admiralty too, to create a buffer zone between this central business district and less congested areas.

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

A cordon-based mechanism is preferred because of its inherent flexibility, allowing for charging by road segment, direction of travel, and time-of-use. It is considered fairer and more optimal as it takes into account the distance travelled within the zone, and will deter unnecessary circulation of vehicles.

Question 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?

We agree. We consider that the charges should apply throughout each working day – around 7am - 8pm - and on Saturday because of the higher levels of vehicular movement over those periods of time.

Question 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?

We agree that it is best not to charge at the moment on Sundays and public holidays. However extending the ERP to Sundays should be considered in due course as a way of adding to the appeal of the Central area to shoppers and other visitors, and improving air quality for residents in the area. It is recognised that part of Central is already a pedestrianised zone on Sundays¹⁴, and introducing charging for Sundays could be a way of reducing traffic and gradually extending this pedestrianisation.

¹⁴ http://www.td.gov.hk/en/transport_in_hong_kong/pedestrianisation/pedestrianisation/central_/index.html



Question 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 vehicle carrying capacity (i.e. vehicles with higher carrying capacity to be charged at lower levels)?

We recommend that at this stage the system is kept simple with a unified charge, focusing on reducing congestion. We recognize that there are arguments in favour of concessions for low emission vehicles, which we would be happy to consider in more detail, with the view that the priority at the outset needs to be addressing congestion which itself leads to higher levels of pollution as well as longer travel times. Exceptions at this stage should however be made for emergency vehicles and franchised buses and other buses on fixed routes with agreed schedules of service, as well as trams.

Question 7: Do you have any suggestion on the range of ERP charges 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)?

We are not in a position to provide figures, but we stress the importance of charges being sufficiently high to change behaviour and the need to keep these charges under review to ensure they continue to have this impact. We recognise the relevance of charging rates in other cities, but also take the view that the optimum rate will vary from city to city. A modelling exercise would be useful to identify the optimum level.

It is noted that costs in other cities are as follows:

- London: HKD 140/day
- Singapore: HKD 3-66 per pass
- Gothenburg: HKD 8-20 per pass, capped at HKD 55 per day.

As indicated earlier, we also take the view that a per pass approach is the better approach in terms of congestion and enhancement of our local environment.

Question 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?

We support exemptions for emergency vehicles, franchised buses and other buses on fixed routes with agreed schedules of service, and trams. We recognise that there may be other categories of vehicles for which concessions may be justified. We trust that the government will develop a policy on concessions which takes into account relevant considerations whilst keeping exceptions to a minimum so as to ensure the ERP is not undermined and rendered largely ineffectual.

Question 9: DSRC technology requires the installation of an IVU in each vehicle entering the charging area for ERP payment, while ANPR technology captures the license 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?

We do not have a strong view on this but take the view that the criteria used in deciding on the best approach should include: cost of installation as well as operation and maintenance (over

its life cycle); flexibility in terms of future changes to zone boundaries; compatibility with smart technologies; and ease of use for the driver (to address reluctance by vehicle owners to accept a new system).

Question 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?

In the light of regulations protecting personal data, this is not considered to be a significant issue.

Question 11: What indicators do you think we should use to evaluate the effectiveness of Central District ERP pilot scheme?

We would like to see the inclusion of vehicle travel speeds, volume of traffic and also the use of air quality indicators (NOx, Ozone, PMs, and also carbon).

Question 12: Do you agree that the charging level shall be reviewed regularly and adjusted where necessary in order to maintain the effectiveness of the Central District ERP pilot scheme?

Yes, we take the view that this needs to be reviewed regularly to ensure that the system continues to impact in the longer term on behaviour.

Question 13 - Do you have any suggestions on measures which could probably complement the implementation of the Central District ERP pilot scheme?

We support complementary measures along the following lines, which will help ensure public acceptance of the system as well as optimise the benefits in terms of a cleaner healthier environment.

(a) Adequate alternative transport arrangements:

- Bus provision will need to be reviewed to address changes in need, and additional bus priority lanes considered to enhance the passenger experience, and further provision of private block-based shuttle buses but continuing to reflect the current position of not permitting shuttle buses that duplicate existing provision;
- Improved walking and cycling facilities, such as additional escalator/lift systems in the Central to Mid-level area, traveller systems, as well as cycling provision, possibly along the harbourfront. Cycling provision is now becoming more common in Asian as well as European cities and proposals to improve the harbourfront offers some opportunities¹⁵.

(b) Review parking policy and provision to ensure that this is supportive of policy on reducing congestion, which should include (without being limited to) working to improve Park and Ride systems in outlying areas eg in New Territories, South side of HK Island (as this is where some of the commuters will be coming from) and cycle parking close to or at out of town MTR stations.

¹⁵ <http://www.japantimes.co.jp/news/2014/11/06/national/tokyo-aims-promote-cycling-means-transport-ahead-olympics/#.VqGfelmlodU>;
<https://www.ura.gov.sg/uol/master-plan/View-Master-Plan/master-plan-2014/master-plan/Key-focuses/transport/Ttransport>



- (c) Install additional electric vehicle chargers in car parks to enable the switch to lower emission vehicles.
- (d) Introduce measures to discourage loading and unloading of commercial vehicles in the area in peak hours.
- (e) Introduce electronic information regarding parking space availability in the area to reduce unnecessary traffic movement in the area
- (f) Rigorous enforcement of parking restrictions in Central and neighbouring areas.
- (g) Ring-fence revenue, at least initially, for improvements to transport and ensure transparency in spend, so that there is a clear awareness of the benefits of the scheme. This approach when taken in London enabling considerable improvement in the bus network supporting public acceptance of the scheme.
- (h) A good programme of communications to explain the benefits to people – from road safety to air quality, and health benefits from a more comfortable pedestrian experience.
- (i) Monitoring of vehicle movements with reference to vehicle type and size, but also specifically in relation to taxis which provide an important service for business people in particular, in order to assess impact and inform improvements.

Conclusion

Thank you for considering and taking on board our policy submission. If there are any questions or concerns in regard to the content, please contact our Chief Executive Officer, Mrs Christine Cheung on

Yours sincerely,

Professor John Chai
Chairman
Business Environment Council Limited

cc Mrs Christine Cheung, CEO, Business Environment Council Limited

AmCham HK Submission on Electronic Road Pricing Pilot Scheme in Central and its adjacent areas

2 messages

Queenie Tsui < >
To: "info@erphk.hk" <info@erphk.hk>, "comr@td.gov.hk" <comr@td.gov.hk>
Cc: Ming-Lai Cheung < >

18 March 2016 at 12:34

Dear Commissioner Yeung,

On behalf of the American Chamber of Commerce in Hong Kong, we sincerely appreciate the opportunity to provide comments and recommendations for the Transport and Housing Bureau's proposed Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (**ERP Pilot Scheme**). Please find attached Submission. A hard copy will follow by post.

Best regards,

Queenie

Queenie Tsui (Ms.)

Assistant Manager

Government Relations & Public Affairs

The American Chamber of Commerce in Hong Kong

T:

F:

E:

W:

[Twitter](#) | [LinkedIn](#) | [Facebook](#) | [Youtube](#)



20160318 AmCham HK Submission on Electronic Road Pricing Pilot Scheme in....pdf
913K

March 18, 2016

Attention: Mrs. Ingrid Yeung, JP, Commissioner for Transport

Transport Department
Room 3926, 39/F, Immigration Tower
7 Gloucester Road, Wan Chai
HONG KONG



The American Chamber
of Commerce in Hong Kong

Dear Commissioner Yeung,

RE: Submission on Electronic Road Pricing Pilot Scheme in Central and its adjacent areas

The American Chamber of Commerce in Hong Kong (**AmCham HK**) welcomes the Transport and Housing Bureau's proposed Electronic Road Pricing Pilot Scheme in Central and its adjacent areas (**ERP Pilot Scheme**). We support the government's proactive efforts to address road traffic congestion and appreciate the opportunity to provide our views in the public engagement exercise. Please find below paragraphs outlining the **Big Picture, Better Planning and Best Practice** in response.

Big Picture: Development as a Smart City

AmCham HK has submitted to the administration respectfully and repeatedly that as a world-class city, Hong Kong needs world-class vision for transportation, together with expert planning and execution. In this digital disruptive day and age, Hong Kong's global and regional competitiveness hinges upon its "**Smart City**" development. The vision goes beyond being "smart" and livable but must envisage and invest in essential hard and soft infrastructure for a sustainable model which promotes quality living. The ERP Pilot Scheme is an excellent first step towards realizing that vision utilizing analytics and data for urban planning, transport efficiency and traffic control.

Better Planning: Pedestrian First, Mass Transport Second, Private Cars Last

AmCham HK advocates "**Pedestrian First, Mass Transport Second, Private Cars Last**" as an overall strategy. The challenges of road traffic congestion and competition of road space are not unique but for the solutions to be effective, they need to correspond to Hong Kong's specific conditions. Based upon "demand-side management", the ERP Pilot scheme will allow for better traffic management practices, better management of the use of private cars, and better incentives for the use of public transport.

Furthermore, please find below suggestions regarding the selected questions outlined in the consultation.

Q8 Do you support providing exemption / concession to vehicles other than emergency vehicles for the Central District ERP Pilot Scheme? If so, what are the types of vehicles and why do you choose them?

We suggest the administration to consider providing concession for electric vehicles to incentivize the use of green means of transport and reduce emission.

With regard to non-electric public transport vehicles, which follow a fixed route (green minibuses and franchised buses), if these vehicles are not exempted, charging levels should be set at a level not to reduce the financial attractiveness of regular public transport for the travelling public.

Q10 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?

Mass data collection poses significant privacy concerns especially in terms of the use of such information by government agencies and private entities. The ERP Pilot Scheme represents only one aspect of Hong Kong's information technology developments and projects.

AmCham HK suggests that relevant government bodies, including the Information and Technology Bureau and the Privacy Commission, to work closely with the Transport and Housing Bureau and the Transport Department to set clear guidelines on reasonable use of information and implement a consistent and integrated privacy policy, acceptable to users of the ERP Pilot Scheme.

Q11 What indicators do you think we should use to evaluate the effectiveness of the Central District ERP Pilot Scheme?

The ERP Pilot Scheme should be evaluated vis-à-vis its effectiveness to provide:

- (1) Traffic Management – indicators showing measurably less congestion and avoidance of simply shifting congestion from within to immediately outside the pilot ERP area;
- (2) Private Car Management – indicators showing a decline of the use of private cars;
- (3) Incentives for the Use of Public Transport – indicators showing more use of public transport in the pilot district and adjacent areas.

Q12 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, the charging level should be reviewed periodically and adjusted at an appropriate level. Extension of the Central District pilot area to consider cross-harbor tunnels and their approach roads should also be considered. The choice of technology for the pilot area should take this into account.

Q13 Do you have any suggestions on measures which could complement the implementation of the Central District ERP Pilot Scheme?

Specific to Hong Kong's context, AmCham HK suggests that the administration expedite efforts for bus route rationalization and address illegal parking.

In addition, the ERP Pilot Scheme is based upon successful overseas experiences in Singapore, London, and Gothenburg. For next steps, the administration may consider the Seoul's experience in providing real time and automatic data for drivers to travel on optimal routes for efficiency, convenience and safety.

Best Practice: Cross-Bureau/Department Public-Private Partnership

The ERP Pilot scheme demonstrates the Transport and Housing Bureau's leadership and determination to address roadside congestion. AmCham HK sincerely looks forward to supporting the Transport and Housing Bureau, the Transport Department, as well as other relevant government agencies and stakeholders to follow up.

Yours sincerely,

Walter Dias
Chairman

Richard R. Vuylsteke
President

The American Chamber of Commerce in Hong Kong is the largest international chamber in Hong Kong and represents a broad and diverse membership.

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

tony chik < >

18 March 2016 at 12:41

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。

眾所周知，中區商業區主要道路，有多處均未有劃成全日禁止停泊區。而俗稱「老闆車」的公司車輛長期霸佔大廈外道路早已影響車流量。然而，政府卻未有打擊「老闆車」長期佔據路面停車的情況，實在不明所以。

而香港的路邊空氣監察站，在過去多年錄得的空氣污染數據相若。而香港整體空氣污染嚴重地區是東涌及屯門。以ERP改善中環路邊空氣質素，可謂杯水車薪。

特區政府自成立來，每年均有數百億支出用於基建，ERP的收入並不見能加強香港道路基建。而公共運輸公司多數能自負盈虧，更沒有需要以ERP作為改善香港公共交通質素的手段。

特區政府在未有嘗試任何政策工具提高Passnger Car Unit（PCU，又稱載客車量單位）便冒進推行明知未能有效減少車流的ERP，已經是擾民行為。

亞洲國家的ERP例子顯示，ERP收費只有加快減慢，而且每日徵費時間只會不斷延長。

ERP是名乎其實的類退稅，排擠低收入人士及「搵食車」進入中區商業區；收費完全不會減少最主要進出中區的车流，更將會窒礙香港人行動自由。

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。

tony chik

電子道路收費意見書

2 messages

Wai Keung, Tang <

>

18 March 2016 at 13:14

Bcc: info@erphk.hk

致：運輸及房屋局

附件是民主黨就電子道路收費的意見書，如有查詢，請致電

與鄧惠強聯絡。

民主黨立法會議員辦事處

研究主任

鄧惠強 謹啟



民主黨就電子道路收費提交的意見書.doc

49K



網址:Website

電郵:E-mail

電話:Tel

傳真:Fax

回應電子道路收費公眾參與文件

原則

1. 民主黨認同電子道路收費是其中一種可行的政策工具，用以處理交通擠塞問題，亦同意政府與公眾探討在本港交通擠塞問題嚴重、行車速度偏低的繁忙地區推行電子道路收費的可行性。
2. 民主黨認為，透過電子道路收費實施交通管理，目的是旨在改善徵費範圍內道路的暢達度，從而令公共運輸工具能夠更有效率運作，貫切「公共交通工具優先」的政策目標。在此原則下，我們認為應豁免對公共交通工具的徵費。
3. 實施電子道路收費的目標並非為了增加政府收入，因此徵費應採用「收入中立」的原則，除支付營運費用外，剩餘收入應用於鼓勵市民改用公共交通工具前往實施徵費的地區。
4. 政策原意是藉徵費令駕駛者改變行為，避免在繁忙時間進入收費區域，因此不應隨意豁免商用車輛。

實施電子道路收費時應考慮事項

1. 豁免對公共交通工具的徵費，以免徵費變成懲罰使用公共交通工具的乘客，要乘客承擔因為實施徵費而帶來額外的車費開支。
2. 徵費所得除用以應付營運收費系統的日常開支以外，應撥歸資助途徑收費區內的公共交通工具機構用作減免車費，吸引市民以公共交通工具代替駕駛前往收費區。政府亦應將部份徵費所得用以支援提供行走區內的公共通路線(例如專營巴士、小巴)，改善服務，吸引更多居民使用公共交通。

3. 豁免緊急車輛、殘疾人士使用車輛的徵費。
4. 參考倫敦實施電子道路收費的經驗，以車位為基礎，向居住在收費區內及接鄰收費區域的居民、學校、非牟利團體提供豁免。
5. 同意徵費水平應達致足以令駕駛者改變行為的水平。此外除按車輛載客率釐定收費水平外，亦應考慮按停留徵費區的時間，遞增收費率。
6. 過去討論電子道路收費時經常引起對個人私隱問題的關注，而外地例子顯示，收費技術都會涉及記錄駕駛者個人資料問題，政府應說明有何措施確保個人私隱安全。
7. 在考慮實施徵費的同時，需要同時改善中區的交通管制，加強執法，減少違例泊車造成的交通擠塞。

公民黨對「中區及鄰近地區電子道路收費先導計劃」的意見書

2 messages

Matthew Chan <
To: info@erphk.hk

>

18 March 2016 at 13:46

運輸署署長：

現附上公民黨就「中區及鄰近地區電子道路收費先導計劃」的意見書。

如有任何問題，請與本人聯絡。

謝謝！

Matthew CHAN
Senior Project Officer
The Civic Party

Tel:

Fax:

Mobile:

Website:

Address:

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Think twice before you print.



160318公民黨對中區及鄰近地區電子道路收費先導計劃的意見書.pdf

167K

公民黨對中區及鄰近地區電子道路收費先導計劃的意見書

我們有條件支持由政府提出的中環電子道路收費先導計劃，公民黨認為此計劃必需配合巴士路線重組及中區灣仔繞道，才有助減少路面上行走的車輛數目，紓緩現時交通擠塞情況，改善空氣質素。

收費機制

我們認為應採用以周界為本的方式，當車輛駛經收費區邊界的收費點時便需繳費。此方式能因應不同時段及地點而調整收費，令計劃具彈性，更能針對擠塞的路段及時段而實施。同時，以上的收費方式符合用者自付的原則，能因應駕駛者出入的次數作出收費。

豁免原則

我們認為，此計劃應該向公共巴士、公共小型巴士、收費區內的居民作出豁免。1) 電子道路收費的原意是減少路面上的車輛，紓緩擠塞情況。如果此計劃向巴士、小巴收費，此費用或會轉嫁乘客，將無助鼓勵市民使用集體運輸。再者，巴士、小巴有固定行駛路線，故此根本不能避免駛入中區的繁忙路段，即使收費也不能減少巴士及小巴進入該區。2) 如果收費區內的居民以車輛出入，無可避免必須行經收費區的範圍，而他們也有使用車輛代步的權利；惟必須清楚界定居民的身份，以免被人濫用以獲得豁免。

收費技術

我們認為香港應參考倫敦的做法，全面以拍攝車牌及車牌辨識系統處理監察車輛，以預先或在行車當日或下一收費日午夜前繳費，或月結形式自動繳費。此技術不但免卻要所有汽車內安裝晶片的麻煩，更減少 RFID 系統接收其他智能卡如智能身份證、信用卡的機會，對個人私穩安全更有保障。

收款專用

我們認為由電子道路收費所得的款項應作為補貼公共交通工具，鼓勵市民在非繁忙時間上班，發展及鼓勵市民使環保交通工具、單車及行人連接道。以減少繁忙時間行車流量及改善空氣質數。

公民黨

2016年3月

Comments On Electronic Road Pricing Proposal

2 messages

David Rainsford <
To: info@erphk.hk

>

18 March 2016 at 14:20

Sir/Madam,

I oppose the scheme. It's solving the wrong problem, and will do so in a way that impacts the public.

Congestion is because there are a lack of legal car parking spaces in Hong Kong, and the parking laws are not being enforced adequately. Rather than park legally, cars loiter on streets, or circulate slowly, jamming the streets. That is the cause of congestion.

The solution to the problem is straightforward-

Firstly the government needs to set aside more space for car parks. Unfortunately, instead of facilitation the growth of car parking spaces, the government has been destroying them. The middle road car park was demolished in heavily congested Tsim Sha Tsui.

Secondly, the parking laws need to be enforced. Cameras and other technologies can be applied towards this instead of electronic road pricing.

Thirdly, the government should consider signage that provides information to motorists on the availability of carparking spaces. This has been done very effectively in Singapore with electronic signboards that show all carspaces within a region.

The Electronic Road Pricing proposal is completely inappropriate for several reasons.

Firstly, the proposal is for the wrong place. Traffic speeds are not slowing on Hong Kong island (As Figure 1.1 in the report clearly shows) Yet, the "fix" is being applied on Hong Kong Island. I can only imagine that since London imposed ERP on the CBD the HK government has decided to copy this.

Secondly, unlike other locations where ERP has been used, Hong Kong has a large number of essential services located within the ERP zone. Libraries, concert halls, schools, cathedrals, marriage registries, doctors, government offices, law courts, etcetera. Its quite easy for a normal citizen to avoid travelling to London's ERP; but that is NOT that case for Hong Kong. ERP will become a hardship for residents of Hong Kong island who find themselves forced to cross the harbor to access basic services or pay ERP.

Thirdly, no work has been done to test the elasticity of pricing, although the study does contemplate the necessity of raising pricing. . The fact the ERP prices have been raised multiple times in London is proof that ERP does not really change behavior much for very wealthy motorists. It's unlikely the wealthy of Hong Kong will change their driving habits; cars will continue to loiter and block the streets, while escalating ERP charges will be a hardship to the non wealthy of Hong Kong. ERP will become a nothing more than a new tax that solves nothing,

David Rainsford

Pokfulam

Hong Kong

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

Jonathan Kwan <

>

18 March 2016 at 14:48

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。

眾所周知，中區商業區主要道路，有多處均未有劃成全日禁止停泊區。而俗稱「老闆車」的公司車輛長期霸佔大廈外道路早已影響車流量。然而，政府卻未有打擊「老闆車」長期佔據路面停車的情況，實在不明所以。

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特區政府自成立來，每年均有數百億支出用於基建，ERP的收入並不見能加強香港道路基建。而公共運輸公司多數能自負盈虧，更沒有需要以ERP作為改善香港公共交通質素的手段。

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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。

Jonathan Kwan

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

Sandy Ng <

>

18 March 2016 at 14:49

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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2 messages

James Woo <

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18 March 2016 at 14:52

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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

Andrew Tam <

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18 March 2016 at 14:59

Reply-To:

To: info@erphk.hk

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Ken Fong <

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2 messages

Harriet Wong <

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18 March 2016 at 15:00

Reply-To:**To:** info@erphk.hk

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Harriet Wong

Electronic Road Pricing Pilot Scheme

2 messages

kzx < > 18 March 2016 at 15:01
To: info@erphk.hk

Dear Sirs/Madams,

Please find attached our views.

Best regards,
Julian TH Kwong
Community for Road Safety



Comments by CRS 201603 on Electronic Road Pricing.pdf
311K

Electronic Road Pricing Pilot Scheme In Central and its Adjacent Areas- Public Engagement

Comments

by Julian Kwong 2016 03 18

Overall we are very supportive of this initiative for the following reasons:

- Hong Kong is already paying a heavy price for congestion
- Heavy traffic flow is the primary cause of congestion and part of this is unnecessary as traffic recirculates to find a place to park or stop
- Unnecessary traffic flow puts a heavy burden on air quality
- Unnecessary traffic flow increases road safety risks
- Unnecessary traffic flow limits opportunities for any meaningful street improvements to facilitate pedestrians e.g. footpath widening, pedestrianisation

There is little question for the necessity of ERP and to conduct a pilot scheme. The main questions are the details which can be worked out upon detailed investigation and improved on a trial and error basis.

In any circumstances, the level of road pricing should be sufficient to exert a mark effect of traffic reduction.

Parking Facilities

In the long term, parking facilities should be suitably increased with high quality linkage to core urban areas. While acknowledging the severe spatial constraints for parking infrastructures, there still exist opportunities for underground parking facilities in conjunction with an underground road system for cars. The objective of such systems is to limit their use of surface roads and they are themselves subject to charging. Such systems may be constructed underground or in caverns. To complement ERP, a Parking Guidance and Information System should be planned to encourage traffic to enter parking in the first instance. Overall, such initiatives recognise the need for parking at a high charge and therefore are not intended to encourage driving.

Opportunities to Improve the Street Environment

Opportunities should be grasped to improve the street environment concurrently upon release of traffic pressure. It is very important to demonstrate the benefits of road pricing with supplementary improvements. Only if public support and appreciation are gained that road pricing can be firmly established and extended.

Among the many options of supplementary improvements, the followings are particularly beneficial:

- Road closure/partial closure e.g. the Des Voeux Road Central proposal
- 30km/h and 40km/h Speed Limit Zones
- Footpath widening

Aesthetics

There are concerns that proliferation of ERP equipment, signs and their mounting structures could adversely degrade the streetscape of our central business area. In this respect, massive gantry structure as adopted in Singapore is not a good example. To address this issue, the following principles should be followed:

- Strategy to limit sign clutter
- Adoption of light, aesthetically pleasing mounting structures
- Involvements of landscape/design professionals at an early stage
- Professional graphic design for any ERP signs to be displayed

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

MC Lee <

>

18 March 2016 at 15:18

Reply-To:**To:** info@erphk.hk

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MC Lee

Friends of the Earth (HK) submission for the ERP Pilot Scheme Public Consultation

2 messages

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

18 March 2016 at 15:23

Dear Sir/Madam

Please find the attached submission for the ERP Pilot Scheme Public Consultation

Regards

Jeff

Dr. Jeffrey Hung 洪藹誠博士

Friends of the Earth (HK) 香港地球之友

D: T: F: E: W:

A:



 **Friends of the Earth's Submission on the ERP Pilot Scheme.pdf**
1236K

Response to Public Engagement on the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas

Friends of the Earth (Hong Kong)

March 2016

Friends of the Earth (HK) Charity Limited

Phone: ; Fax: ; Website:

Traffic Congestion and Air Pollution

Air pollution in Hong Kong is one of the most prolonged environmental issues facing the city. The two major issues are street-level pollution and the regional smog problem. Vehicular emission is the main source of street-level pollution and the level of air pollutants at roadside monitoring stations has consistently exceeded the Air Quality Objectives (AQO) set down by the Environmental Protection Department (EPD)¹. According to the EPD “Air Quality in Hong Kong 2014 Statistical Summary”, non-compliance with both 1-hour AQO ($200\mu\text{g}/\text{m}^3$ with allowance of exceedance for 18 occasions) and annual AQO ($40\mu\text{g}/\text{m}^3$) for NO_2 were recorded at all three roadside monitoring stations (Causeway Bay, Central and Mong Kok) (Table 1 and 2)².

Pollutant: Nitrogen Dioxide (1-hour limit = $200\mu\text{g}/\text{m}^3$; allowable no. of exceedance = 18)

Station	No. of exceedance	1st High	2nd High	3rd High	4th High	5th High	6th High	7th High	8th High	9th High	10th High	11th High	12th High	13th High	14th High	15th High	16th High	17th High	18th High	19th High
Central/Western	0	191	190	188	188	186	183	182	181	181	181	178	178	177	176	176	175	174	173	173
Eastern	7	236	232	229	218	204	202	202	198	197	195	186	182	181	181	179	178	177	176	175
Kwun Tong	28	329	312	302	294	292	290	287	272	261	256	249	244	235	234	234	233	232	222	217
Sham Shui Po	19	289	282	278	273	272	266	256	250	244	240	224	222	218	213	209	209	207	206	201
Kwai Chung	39	307	299	289	276	266	259	259	248	247	245	244	240	239	239	237	237	237	237	235
Tsuen Wan	13	282	259	243	226	225	212	209	207	207	207	206	204	201	200	199	195	193	193	192
Yuen Long	4	227	219	209	201	200	199	190	189	185	184	175	175	172	171	171	170	169	168	165
Tuen Mun	10	253	241	238	226	223	219	209	207	204	202	200	192	190	189	188	187	186	185	184
Tung Chung	14	275	262	258	234	231	229	221	217	213	212	212	210	209	208	200	200	199	199	198
Tai Po	0	199	192	184	174	170	167	156	156	154	153	152	151	150	150	148	147	147	147	145
Sha Tin	6	245	243	233	232	224	203	190	186	182	179	179	176	176	175	173	173	172	172	171
Tap Mun	0	94	93	83	81	73	72	71	70	70	70	68	65	62	62	62	62	62	61	61
Causeway Bay	437	429	428	395	365	364	361	357	351	351	350	349	348	347	347	344	344	342	342	340
Central	375	388	384	371	369	368	351	350	346	345	344	327	324	320	319	317	316	315	313	312
Mong Kok	163	355	340	335	324	320	318	315	315	312	311	311	307	304	296	294	294	294	288	288

Table 1: No. of Exceedance of Short Term Limits of Air Quality Objectives in 2014

Source: EPD (2014) Air Quality in Hong Kong 2014

Pollutant: Nitrogen Dioxide (Annual limit = $40\mu\text{g}/\text{m}^3$)

Station	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Central/Western	74	56	62	59	35	34	32	29	39	38	43	50	46
Eastern	69	54	62	61	42	41	41	39	47	52	53	57	52
Kwun Tong	69	51	53	48	54	57	60	57	55	46	45	53	54
Sham Shui Po	91	65	73	75	56	53	51	48	56	71	70	71	65
Kwai Chung	88	60	64	69	57	64	62	54	72	78	68	73	67
Tsuen Wan	83	55	63	59	46	48	49	46	56	59	58	63	57
Yuen Long	78	46	56	53	39	41	42	39	49	55	58	67	52
Tuen Mun	88	56	60	63	40	41	39	37	46	55	-	-	53
Tung Chung	83	52	51	50	25	27	27	22	38	46	53	66	45
Tai Po	66	42	45	43	39	39	39	35	44	47	47	52	45
Sha Tin	63	37	39	37	40	42	44	42	47	46	40	51	44
Tap Mun	13	8	12	10	10	8	9	10	9	9	10	15	10
Causeway Bay	156	107	119	110	93	104	94	88	108	66	79	114	103
Central	145	102	105	111	81	85	83	81	102	98	127	129	104
Mong Kok	137	101	109	124	91	91	87	83	98	86	95	101	100

Table 2: Monthly and Annual Averages of Air Pollutants in 2014

Source: EPD (2014) Air Quality in Hong Kong 2014

¹ Air Quality in Hong Kong 2014, Air Science Group, EPD:

http://www.aqhi.gov.hk/api_history/english/report/files/AQR2014e_final.pdf

² Air Quality in Hong Kong 2014 Statistical Summary, Air Science Group, EPD:

http://www.aqhi.gov.hk/api_history/english/report/files/AQR2014%20summary_en0707.pdf



Air pollution is a major environmental risk associated with various health problems, such as nose and throat irritation, shortness of breath, coughing, and chest tightness. People suffering from asthma or chronic respiratory diseases are more susceptible to air pollutants. Studies conducted by the Department of Health revealed that high pollution incidents are positively correlated to hospital admissions and premature deaths³. According to the Hedley Environmental Index 2015, air pollution in Hong Kong resulted in 2196 premature deaths, 3.5 million doctor visits and a total economic cost of around HK\$ 27.4 billion⁴.

Traffic congestion is one of the many factors contributing to roadside air pollution. A study conducted by Transport Advisory Committee (TAC) in 2014 revealed that there are five major causes of road traffic congestion including limited scope for more road transport infrastructure; excessive number of vehicles; competing use of road space; management and enforcement issues; and road works⁵. There is a significant continuous growth of vehicle fleet in Hong Kong (about 3.4% per annum). Specifically, private cars are the key contributor, which account for 70% of the total number of vehicles in Hong Kong and takes up about 40-70% of the total traffic flow of the major roads in Hong Kong.

Electronic Road Pricing Pilot Scheme

In light of worsening traffic conditions and poor roadside air quality, the Transport Department and the Transport and Housing Bureau released the public engagement document for “Electronic Road Pricing (ERP) Pilot Scheme in Central and its Adjacent Areas”⁶. ERP is a traffic management tool designed to rationalise vehicle flow in areas and periods of severe traffic congestion using a “user pays” principle – where motorists are charged when they use designated roads during specified times. This is not a new concept as the Government has conducted 3 studies on ERP in 1985, 2001 and 2009 respectively. While studies have shown that ERP is feasible and beneficial for the city, the ERP was not adopted due to privacy concerns and the lack of community consensus.

³ The Health Effects of Air Pollution, Department of Health: <http://www.chp.gov.hk/en/content/9/460/3557.html>

⁴ Hedley Environmental Index, School of Public Health, The University of Hong Kong: <http://hedleyindex.sph.hku.hk/>

⁵ Report on Study of Road Traffic Congestion in Hong Kong, Transport Advisory Committee, 2014: http://www.thb.gov.hk/eng/boards/transport/land/Full_Eng_C_cover.pdf

⁶ Public Engagement “Electronic Road Pricing (ERP) Pilot Scheme in Central and its Adjacent Areas” : <http://www.erphk.hk/en/home/index.html>

Friends of the Earth (HK) Charity Limited

Phone: ; Fax: ; Website:

ERP aims to discourage the use of private cars, the least efficient passenger carriers, in areas suffering from severe congestion during peak hours. Conversely, it provides the financial incentive for motorists to switch to effective public transport. With the pilot implementation of ERP in Central, it is expected to enhance traffic efficiency, air quality, liveability and connectivity.

Q1. 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 Central District ERP boundary should be drawn out based on the localised level of traffic congestion. According to the study of road traffic congestion in Hong Kong 2014, the average car journey speed on Hong Kong Island is the lowest, with a recorded traffic speed of around 20 km/h (Figure 1). Major roads and primary routes should be covered in the scheme. These would obviously include Connaught Road, Cleverly Street, Hillier Street, Chater Road, Des Voeux Road, Queen’s Road and more, as these road sections in Central bear the worst road traffic congestion, with recorded traffic speed as low as 10 km/h⁷.

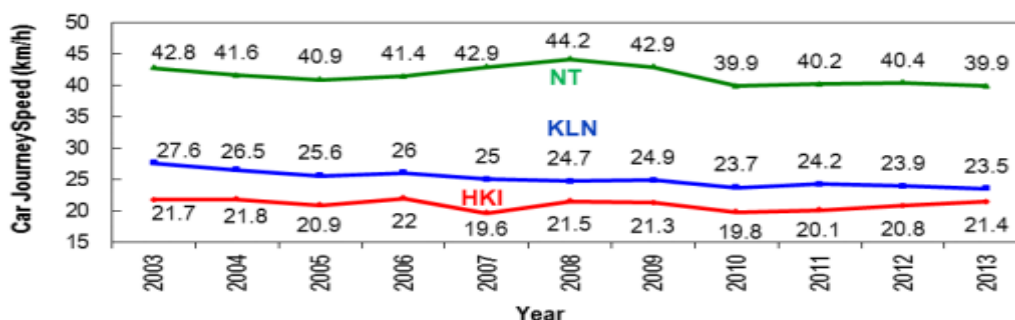


Figure 1: Car journey speeds during the morning peak hours on weekdays

Source: Transport Advisory Committee (2014) Report on Study of Road Traffic Congestion in Hong Kong

Beyond incentivising motorists to take public transports, the boundary should be drawn in a fair manner such that it would not disrupt motorists whose origins and destinations are not in Central or its adjacent areas. Roads (i.e. Rumsey Street Flyover) leading into the future Central-Wan Chai Bypass should not be drawn into the boundary (Figure 2).

⁷ Report on Study of Road Traffic Congestion in Hong Kong , Transport Advisory Committee, 2014: http://www.thb.gov.hk/eng/boards/transport/land/Full_Eng_C_cover.pdf

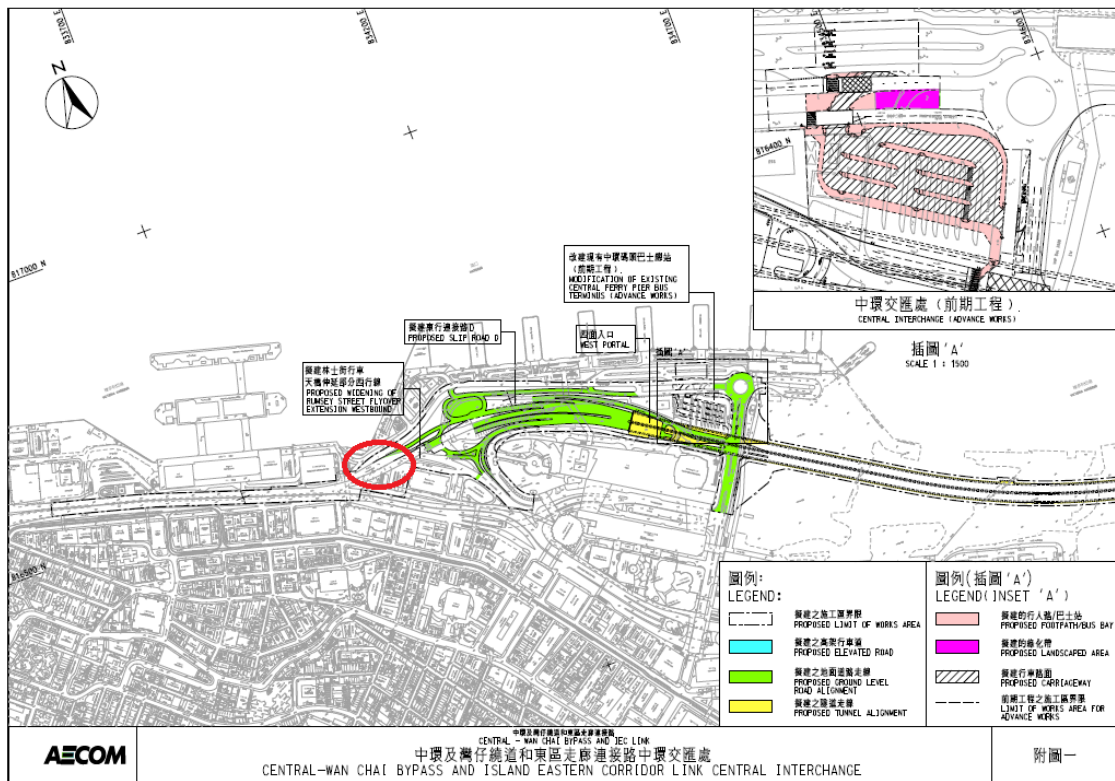


Figure 2: Central-Wan Chai bypass and island eastern corridor link

Source: AECOM, Contract No. HY/2009/18 — Central-Wan Chai Bypass — Central Interchange

Q2. 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 purpose of ERP is to alleviate traffic congestion within Hong Kong's central business district. Admiralty should be included into the scheme as well if the traffic flow fulfil the criteria, as it is part of the central business district and can sometimes be considered to be a part of Central. Furthermore, traffic congestion during peak hours typically extends past the Central district. Therefore, neighbouring areas with heavy traffic flow should also be covered in the pilot scheme. As per our previous concern with the ERP boundary, the boundary should only cover motorists whose origins and destinations are within Central and other covered areas.

Q3. Do you prefer an area-based or cordon-based charging mechanism for the Central District ERP Pilot Scheme? Why?

A cordon-based charging method is closer to the objective of ERP. Since vehicles are charged every time they cross a charging point, it reflects the “user pays” principle. Although an area-based charging method is much simpler to implement and easier to understand, it is unable to address congestions at specific periods of time, direction and/or locations.

A cordon-based charging method provides more flexibility in setting up ERP in Hong Kong. The use of multiple charging points allow the possibility of changing the charging level depending on the time of day, location and travel direction. As vehicles are charged every time they cross a charging point, charging points can also be set up such that the cost can reflect the distance a vehicle travels along the congested road.

Q4. 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?

ERP charging level should vary accordingly with the traffic flow to ensure a good balance. The charge should be sufficiently high such that it will accomplish the objective alleviating localised traffic congestion without deterring all motorists from utilising the road. A variable rate will encourage people to reschedule their travelling time to non-peak hours, or if not possible, to take public transportation instead. According to the daily and hourly variations of traffic flow of Central and its adjacent areas as stated in the consultation document, the peak traffic hours are from 7:00am to 8:00pm during weekdays (Monday to Friday) and 8:00am to 8:00pm during Saturdays. We suggest setting the charging period based on the level of congestion, and the charging rate should be adjusted based on regular monitoring result.

Q5. 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 mentioned above, exclusions should only be made based on the level of traffic congestion. A systematic plan must be created in order to ensure that traffic congestion is managed on all days. For example, the Singapore ERP scheme varies according to location, time of passing and vehicle type. The scheme levies charges on weekdays, including Saturday, except for public holidays. This exception has been made knowing that congestion on public holidays is relatively

low⁸. In Stockholm, Sweden, there is no charge levied on Saturdays, Sundays, public holidays or the day before public holiday due to low levels of congestion⁹.

According to the daily variations of traffic flow of Central and its adjacent areas as stated in the consultation document, the traffic flow on Sunday is significantly lower than the daily average in a week¹⁰. It should be kept in mind that increased exclusions lead to increased inefficiency in the ERP system. Hence, exclusions of all kind should be controlled and reduced as much as possible. In Central, traffic congestion is high on most days except Sundays. We suggest only excluding Sundays and public holidays in the pilot scheme.

Q6. 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)?

In London and Gothenburg, a unified charge imposed for all vehicles, and there is no distinction made based on size or carrying capacity.¹¹ This method is easier to handle and implement as there are lesser factors to deal with and control. In Singapore, differential charges based on vehicle size were implemented so that the larger vehicles will be charged more.

We suggest linking the charging rate to the emission, such that more-polluting vehicles will pay more. However, vehicles with zero-tailpipe emission should not be exempted either. Although electric vehicles (EVs) do not contribute to emissions directly in-situ, they do contribute to traffic congestion, leading to increased emissions from other vehicles. Hence, exemptions should not be made for EVs, rather a discount may be offered to them. To facilitate the implementation, the Government should review the first registration tax and annual license fee in view of the emission level.

⁸ ERP in Singapore – what’s been learnt from five years of operation?

<http://www.lta.gov.sg/Itaacademy/doc/ERP%20in%20Singapore%20-%205%20years.pdf>

⁹ The Stockholm congestion charges: an overview, Centre for Transport Studies:

<http://www.transportportal.se/swopec/CTS2014-7.pdf>

¹⁰ Public Engagement “Electronic Road Pricing (ERP) Pilot Scheme in Central and its Adjacent Areas” :

<http://www.erphk.hk/en/home/index.html>

¹¹ The Stockholm congestion charges: an overview, Centre for Transport Studies:

<http://www.transportportal.se/swopec/CTS2014-7.pdf>

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)?

Motorists who need to make repeated trips during the day (taxis, goods vehicles, etc.) would certainly prefer a flat per-day charge. A per-day charge however will be less efficient in reducing traffic congestion, as motorists are incentivised to make multiple trips in a day after getting charged the first time.

A per-pass charge is more effective and fits into the purpose of “user pays” principle. A per-pass charge can also be adjusted based on the time of use to maximise its deterrent effect during periods of severe congestion. It should be ensured that several cordoned areas are set up, such that the same vehicle passing through the mid points for a second time are also charged. Such a set up allows for charging that reflects on the distance a vehicle travels along roads in the charging area.

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?

Since all vehicles utilising the roads with the charging area contribute to road traffic congestion, it is only fair that all vehicle users to pay the congestion charge under the "user pays" principle. The higher the numbers of exemptions are, the less effective a charging scheme would be. Even in other countries with successful charging schemes, exemptions are kept to a minimum. All potential exemption needs to be evaluated against the basic principles of equity, efficiency and public acceptability. We suggest following Singapore case – to reflect the "user pays" principle – where only emergency vehicles are exempted.

Q9. 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?

Automatic Number Plate Recognition (ANPR) technology is more convenient to motorist as it does not require installing the “in-vehicle unit” (IVU). However, it has various shortcomings, including the intrusion of personal privacy, higher error rate, and consumption of substantial resources like the need for manual identification of license plate numbers and high operational costs. Conversely, DSRC (Dedicated Short Range Communications) technology requires the installation of IVU with stored-value card for instantaneous payment. Vehicles passing under gantries will get money deducted automatically¹².

The Singapore ERP scheme – which uses DSRC – has shown high effectiveness. After the first year of implementation, average car speed increased by 26%. With demographic data similar to Singapore, we support the introduction of DSRC, especially since it could be incorporated with tunnel tolls and parking charges. Though the initial setup costs may be high, better protection of personal privacy, ease of manual input and broader scope of usage would definitely benefit the project in the long run.

Q10. 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?

There are concerns over the protection of personal privacy in the implementation of ERP scheme, specifically the collection of personal data. To ensure compliance with the Personal Data (Privacy) Ordinance (Cap. 486), we recommend the adoption of DSRC technology¹³. Only vehicles that are unable to pay the ERP charge or are in violation of traffic rules would have their license plate number captured. If such image being recorded, we suggest limiting the data storage to a reasonably defined time so as to safeguard the privacy.

Q11. What indicators do you think we should use to evaluate the effectiveness of the Central District ERP Pilot Scheme?

The following three indicators could be introduced in evaluating the effectiveness of the ERP Pilot Scheme: 1) Number of Cars 2) Average Car Speed 3) Pollutant Concentration

¹² Land Transport Authority:
[nt/ltaweb/en/roads-and-motoring/managing-traffic-and-congestion/in-vehicle-unit-iu.html](http://ltaweb/en/roads-and-motoring/managing-traffic-and-congestion/in-vehicle-unit-iu.html)

¹³ Personal Data (Privacy) Ordinance:
[http://www.legislation.gov.hk/blis_pdf.nsf/4f0db701c6c25d4a4825755c00352e35/B4DF8B4125C4214D482575EF000EC5FF/\\$FILE/CAP_486_e_b5.pdf](http://www.legislation.gov.hk/blis_pdf.nsf/4f0db701c6c25d4a4825755c00352e35/B4DF8B4125C4214D482575EF000EC5FF/$FILE/CAP_486_e_b5.pdf)

The ERP schemes in Singapore, London and Gothenburg all showed an effective initial reduction of traffic volume by 16%, 16% and 15% respectively while traffic speed also increased by 26%, 27% and 20% respectively. Considering that enhancing air quality is another objective for implementing a pilot ERP in Central, we suggest using roadside air pollutant concentration as the third quantitative indicator of the scheme's effectiveness. Major vehicular- pollutants include NO₂, NO_x, SO₂ and RSP. The Government should adopt multi-pronged approaches to alleviate the air pollution problem in Hong Kong so as to comply with the AQOs.

Q12. 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?

Continuous monitoring and evaluation is important to check whether the objective is achieved. Therefore, the charging level needs to be reviewed and adjusted regularly to ensure the effectiveness of the scheme. Singapore's ERP charging rate is regularly reviewed to ensure that the fee has a sufficient deterrent effect on traffic congestion without severely impacting local businesses and operations.

Q13. Do you have any suggestions on measures which could complement the implementation of the Central District ERP Pilot Scheme?

The road traffic conditions in Hong Kong have been worsening in recent years. Hong Kong, as an international metropolis, has been striving to maintain and enhance our competitiveness and sustainability. Deteriorating road traffic congestion is adversely affecting the connectivity, livability, air quality as well as the economy of Hong Kong. Mobility and air quality are two closely related attributes influencing the quality of living and attractiveness of a city. The Government should develop both short-term and long-term measures to alleviate road traffic congestion so as to sustain our city's competitiveness.

Currently, the Government adopts a three-pronged approach to tackle road traffic congestion, including (a) improving transport infrastructure; (b) expanding and improving public transport system; and (c) managing road use. Particularly, the TAC conducted a study on road traffic

congestion in 2014, which provided 12 key recommendations as stated in Appendix 1 of the consultation document. The ERP pilot scheme, one of the TAC recommendations, is considered as an effective approach to alleviate traffic congestion in areas where the scheme is implemented. However, the problem cannot be solved with just a couple of initiatives, it is necessary to consider a full implementation of concerted measures.

Public Transport Network: To cope with congestion and roadside emission, the Government has implemented several measures – such as phasing out Pre-Euro IV diesel commercial vehicles, strengthening emission control for petrol and LPG vehicles, tax incentives for cleaner private vehicles, etc. However these measures do not address the root of the problem, which is the congestion of major roads by private vehicles. A study conducted by TAC in 2014 identified private vehicles as the largest contributor to the traffic mix on all listed tunnels and most major roads¹⁴. Private vehicles are the least efficient passenger carriers. The Government should strengthen the public transportation network as the preferred choice in Hong Kong. In addition, we support the reorganisation of bus routes, adoption of electric public vehicles, and increasing the number of charging stations so as to reduce roadside emission.

Low-emission Zones: The three roadside air quality monitoring stations showed that Central, Causeway Bay and Mong Kok were recorded non-compliant short-term and annual roadside NO₂ concentration in 2014. FoE welcomes the Government to set up low-emission zones (LEZs) at the busy roads in Causeway Bay, Central and Mong Kok. We encourage the Government to expand the restriction scope from franchised buses to all vehicle types.

Pedestrianisation: Since 2000, the Transport Department has implemented three types of pedestrian schemes (Full-time Pedestrian Street, Part-time Pedestrian Street and Traffic Calming Street) in several areas – including Causeway Bay, Central, Wan Chai, Mong Kok, Tsim Sha Tsui, Jordan, Sham Shui Po, Stanley and Shek Wu Hui¹⁵. Pedestrianisation offers various benefits, such as reducing noise and air pollution, enhancing pedestrian safety, promoting walking as a healthful alternative, facilitating social, cultural and tourism activities etc. The

¹⁴ Air Quality in Hong Kong 2014 , Air Science Group, EPD:

http://www.aqhi.gov.hk/api_history/english/report/files/AQR2014e_final.pdf

¹⁵ Transport Department: http://www.td.gov.hk/en/transport_in_hong_kong/pedestrianisation/pedestrianisation/



Government should enhance pedestrian networks linkage to public transportation, so as to promote walking as a viable transport mode in the urban planning.

Cycling-friendly City: Beyond addressing private vehicles, FoE recommends the Government to encourage more cycling within the city as an alternative mode of transport. In addition to being pollution-free, cycling promotes healthier lifestyles and social connectivity among Hong Kong citizens. It should be stressed that cycling is more than just a healthy recreational activity that happens to be carbon-free. It should also be a practical alternative mode of transport for people. Government has to demonstrate that Hong Kong is bicycle-friendly through its urban planning policies – such as having proper bike lane and parking facilities integration into the building code to enhance safety and convenience for cyclists. The Government should develop more bike routes in Hong Kong – particularly on Kowloon and Hong Kong Island, along the entire Harbour-front. Hong Kong’s bike routes should be completely connected, allowing cyclists to get around the city with just a bicycle.

Friends of the Earth (HK) Charity Limited

Phone: ; Fax: ; Website:

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

ChungLam <

>

18 March 2016 at 15:32

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。

眾所周知，中區商業區主要道路，有多處均未有劃成全日禁止停泊區。而俗稱「老闆車」的公司車輛長期霸佔大廈外道路早已影響車流量。然而，政府卻未有打擊「老闆車」長期佔據路面停車的情況，實在不明所以。

而香港的路邊空氣監察站，在過去多年錄得的空氣污染數據相若。而香港整體空氣污染嚴重地區是東涌及屯門。以ERP改善中環路邊空氣質素，可謂杯水車薪。

特區政府自成立來，每年均有數百億支出用於基建，ERP的收入並不見能加強香港道路基建。而公共運輸公司多數能自負盈虧，更沒有需要以ERP作為改善香港公共交通質素的手段。

特區政府在未有嘗試任何政策工具提高Passnger Car Unit（PCU，又稱載客車量單位）便冒進推行明知未能有效減少車流的ERP，已經是擾民行為。

亞洲國家的ERP例子顯示，ERP收費只有加快減慢，而且每日徵費時間只會不斷延長。

ERP是名不其實的類退稅，排擠低收入人士及「搵食車」進入中區商業區；收費完全不會減少最主要進出中區的车流，更將會窒礙香港人行動自由。

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。

ChungLam

Electronic Road Pricing Pilot Scheme

2 messages

Kenny Wong < >

18 March 2016 at 15:38

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

Cc: Wai Kwok Lo < >

Dear Sir,

The Hong Kong Green Strategy Alliance would like to submit our views in the enclosed file on the captioned scheme for your consideration.

Thanks and regards.

Kenny Wong

Hon. Secretary

Hong Kong Green Strategy Alliance



Response to the Electronic Road Pricing Pilot Scheme.pdf

293K



Hong Kong Green Strategy Alliance

E00237_encl.

香港綠色策略聯盟

18 March 2016

Transport Department
Room 3926, 39/F,
Immigration Tower
7 Gloucester Road,
Wan Chai, Hong Kong

Email: info@erphk.hk

Dear Sir/Madam,

Response to the Electronic Road Pricing Pilot Scheme

Hong Kong Green Strategy Alliance (HKGSA) is a non-profit making organization founded in 2012 by a group of professionals and stakeholders who are visionary and wish to undertake the responsibility on the issues of environmental protection and sustainable development. Through active participation, discussions and exchange of views in green issues, projects and technologies etc., HKGSA would offer our professional opinions and solutions to tackle green issues in Hong Kong and neighbouring region.

HKGSA would like to submit views related to the Electronic Road Pricing Pilot Scheme. Please find enclosed our submission in Appendix for your perusal.

Should you have any queries, please feel free to contact me at
() or our Honorary Secretary Ir Kenny Wong at /
().

Yours sincerely,

Ir Dr. Hon LO Wai Kwok, SBS, JP
Chairman, Hong Kong Green Strategy Alliance
Encl.

Response to the Electronic Road Pricing Pilot Scheme

HKGSA supports the Electronic Road Pricing (“ERP”) Pilot Scheme in Central Areas

1. **HKGSA supports the Electronic Road Pricing (“ERP”) Pilot Scheme in Central Areas** to address the issue of traffic congestion and air pollution in Central Areas of Hong Kong. This is also considered as one of the effective measures to improve air quality, reduce carbon emission and improve energy efficiency of public transport system in order to combat climate changes and extreme weather as well as increasing the operational efficiency of Hong Kong.

The results of ERP can help contribute to make Hong Kong smart and sustainable in terms of competitiveness

2. Our public transport system including MTR and franchised bus is comfortable and efficient.

Emissions from vehicles are the major culprits for worsening roadside air quality.

The results of ERP can help contribute to make Hong Kong smart and sustainable in terms of competitiveness, etc. in view of the numerous successful experiences obtained in overseas countries and cities like Singapore and London in the past decades.

However, we should carefully consider in the pilot scheme of ERP aiming to cope with the particular contexts of Hong Kong of the issues including but not be limited to the following:

- A. Under “User Pay” and “Polluter Pay” Principles
- B. Encouragement of EV’s and erection of more EV charging stations
- C. No charge for low emission buses for public transport
- D. No charge for emergency vehicles like fire ambulance
- E. Central Area and then further extended to other congestion affected areas
- F. Differential pricing according to vehicle size and pollution impacts
- G. Evaluation of the results through the ambient data (i.e. NO_x, O₃, SO₂, CO, PM10, PM2.5) collected at the roadside monitoring station at Central.
- H. Parameters like average travel time, vehicle hours, and vehicle kilometers in the testing zone should be collected and reviewed.

- I. Illegal Parking fine in Central Areas may be considered to be increased above the fine in other non-Central Areas

Charging Model and Mechanism

3. An area-based ERP system would appear an easier and effective tool to implement with the following considerations:
 - A. Different charges will be levied in different time-zones in a day and different days in a week like weekend and public holidays that should be considered free of charge in entering Central Areas;
 - B. As to facilitate the entry of vehicles into Central Areas, no toll booth is allowed and all vehicles entering the Central Areas must have equipped with pre-stalled mobile charging facilities like Auto-Toll being used in Cross Harbour Tunnels.
 - C. 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.

Boundary of the Central District ERP Pilot Scheme

4. The boundary of the Central District ERP Pilot Scheme is preferably to start with a focus area within the Central District only due to the following considerations:
 - A. Possible adverse impact could be limited to a minimum magnitude and be controllable under effective management, if there is;
 - B. When HK residents become familiar with the scheme and find to be successful in the accomplishment of the objectives, the boundary of the pilot scheme could be adjusted or expanded gradually; and
 - C. Technically, the Scheme could be designed and implemented in a modular structure that other nearby regions like Sheung Wan and Admiralty could be included in the scheme step by step.

ERP charge is levied on a per pass basis

5. ERP charge is recommended to be levied on a per pass basis (charging at each and every charging point) together with special illegal parking fine which will maximize the effectiveness of the scheme.

Technology and Data Privacy

6. 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.

Benchmarks of effectiveness of Central District ERP pilot scheme

7. The following benchmarks are suggested to evaluate the effectiveness of Central District ERP pilot scheme:
 - A. Environmental data like various air pollutants indexes inside the pilot scheme area
 - B. Environmental data like various air pollutants indexes outside the pilot scheme area but in neighbouring regions around the pilot scheme area; and
 - C. Average time to reaching the destination to Central by vehicle versus that without the pilot scheme;

Charging level shall be reviewed regularly

8. The charging level shall be reviewed regularly and adjusted where necessary in order to maintain the effectiveness of the Central District ERP pilot scheme subject to the acceptance by the public.

Implementation of the Central District ERP pilot scheme

9. In view of the past successful experience of deploying PPP model for infrastructure projects, it is suggested to consider the feasibility of adopting PPP for this ERP pilot scheme.

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

Jonathan Cheung <

>

18 March 2016 at 15:45

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。

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Jonathan Cheung

提交意見：反對電子道路道收費中環及鄰近地區先導計劃

2 messages

Cheung Man Hin <

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18 March 2016 at 15:46

Reply-To:

To: info@erphk.hk

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提交意見：反對電子道路道收費中環及鄰近地區先導計劃

2 messages

Cheng Chun Wai <

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18 March 2016 at 16:11

Reply-To:

To: info@erphk.hk

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Cheng Chun Wai

Written Submission from Civic Exchange on the ERP Pilot Scheme

3 messages

Simon K W Ng <info@erphk.hk>
To: info@erphk.hk

>

18 March 2016 at 16:16

Dear Sir/Madam,

Attached please find a written submission from Civic Exchange on the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas. Grateful if you could acknowledge receipt of the submission.

Best regards,
Simon

—

Simon K W Ng
Chief Research Officer
[Civic Exchange](#)

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Civic Exchange Submission on ERP Consultation_160318.pdf

686K



Civic Exchange's Written Submission to Transport and Housing Bureau and Transport Department on the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas

18 March 2016

Introduction

1. In December 2015, the HKSAR Government (the Government) launched a three-month consultation on an electronic road pricing pilot scheme for Central and its adjacent areas (ERP Pilot Scheme). In the public engagement document, the Government highlighted the deteriorating state of traffic congestion in Hong Kong as a matter of great concern, with average car journey speeds of certain road sections in Central as low as about 10 km/hour during morning peak hours in weekdays. Traffic congestion causes travel time delay, exacerbates roadside air pollution, and undermines the economic and social wellbeing of the city.
2. Earlier in 2014, the Government invited the Transport Advisory Committee (TAC) to conduct a study to identify factors contributing to traffic congestion in Hong Kong and to offer practicable recommendations to address the problem. In TAC's report to the Government, one of their recommendations was to put in place a congestion charging pilot scheme.¹
3. Civic Exchange strongly supports the Government's plan to roll out the ERP Pilot Scheme. We believe congestion charging is an effective means to manage transport demand and to reduce traffic congestion in Hong Kong.

We have to shift from adding road capacity to managing transport demand and giving priority to efficient road users

4. Traffic congestion is a long-standing problem in Hong Kong, as in many other cities. In the past, congestion was largely considered as a capacity issue, and the natural and most popular solution was to increase road capacity in order to accommodate growing transport demand. This is the conventional approach to address traffic congestion.

¹ Transport Advisory Committee, *Report on Study of Road Traffic Congestion in Hong Kong*, December 2014, p.62, Hong Kong: HKSAR Government, http://www.thb.gov.hk/eng/boards/transport/land/Full_Eng_C_cover.pdf (accessed 18 March 2016).

5. However, we must realise and accept that there is always a limit to adding road capacity, as space is often scarce and highly competitive for different uses in a city, and there are other trade-offs to consider when more roads are built. In Hong Kong, the Government acknowledged the need to manage the efficient use of limited road space as early as in the 1970s.² However, impacts of past efforts to discourage car ownership were short-lived, and the Government had failed to consider other demand-side measures to manage car use. In short, while we understand the logic of according priority to efficient road users like double-decker buses or trams over private cars and taxis, more often than not we were unable to introduce the right tools to get the desired results. Something has to change, and it is opportune time for the Government to bring on board proven transport demand management measures such as congestion charging to rationalise the use of road space in Hong Kong.

We have to account for the external costs of driving, and charging a road price is actually a way to give the motorists a price signal and to influence their decision on mode choice

6. In transport economics, it is often argued that driving is underpriced, as there are external costs incurred by driving but not directly borne by the motorists. These uncompensated costs will be borne by the whole society instead. In layman's terms, the cost of driving perceived by motorists usually covers only the running cost, such as fuel cost, parking charge, and toll fee. However, the full cost of driving should also include costs associated with time delay, vehicular emissions and traffic noise. These external costs are often ignored and not paid by the motorists, but will eventually be shared by all the people being affected. This is obviously unfair, as society by and large is literally subsidising the motorists.
7. According to the "user pays" principle, motorists should be responsible to pay the full cost of their own act (in this case, driving). One way to enforce it is to charge the motorists a road price, which is equivalent to the external costs of driving. By *internalising the external costs*, the motorists' perceived cost of

² Hong Kong's first White Paper on Internal Transport Policy, *Keeping Hong Kong Moving*, was published in 1979. The three main principles to tackle traffic congestion and to formulate a blueprint for Hong Kong's transport system were (a) improvement of the road system, (b) expansion and improvement of public transport, and (c) more economic use of the road system.

driving will become higher and closer to reflect the real full cost. This price signal is often significant enough to influence the motorists' decision to drive or not, or when and where to drive, based on a better understanding of the cost of driving. This is not a new approach at all taken by the Government to address environmental externalities, as we can draw comparisons with the levy scheme on plastic shopping bags. A levy is charged for the use of plastic shopping bag as a reminder of the uncompensated cost of landfill disposal of billions of plastic bags, and as a means to change people's behaviour.

We need a good road pricing scheme for fair and successful implementation

8. While the rationale behind road pricing is sound, implementation of which still requires a good system to make it effective. In this regards, Civic Exchange urges the Government to carefully devise a road pricing scheme that is both fair and transparent.
9. Revenue neutrality: On fairness, it is important for the Government to make it clear upfront that revenue generated from road pricing will remain neutral and will be ploughed back inclusively to improve Hong Kong's transport system.
10. Net societal benefits: Moreover, it is also essential to understand that under a road pricing scheme, not everyone will benefit and someone will lose out. For example, road-based public transport patrons and commercial vehicle operators will gain because of less congestion, whereas some motorists will be priced out from driving during the charging period in the charging zone. Nevertheless, the success of the scheme should be measured by net societal benefits over individual gain or loss.
11. Alternatives for motorists: To soften the impact on motorists who have to change their mode choice, alternatives must be provided by the Government. Under the proposed ERP Pilot Scheme, the Central-Wan Chai Bypass, which is scheduled for completion in 2017, will serve as an alternative route for motorists. Also, Central is well served by a variety of public transport options.
12. Charge levels and exemptions: Given the main objectives of congestion charging are to rationalise motorists' decision to drive, as well as to optimise the efficient use of road space, in principle all vehicles driving into the charging zone during the charging period must pay a road price. Charge levels should be set by main

vehicle types and determined by how efficient they are as road users. No exemption should be granted except for emergency vehicles.

13. Regular review mechanism: The charging principles must be made clear and transparent, and the motorists must have easy access to information related to the ERP Pilot Scheme ahead of their journeys. Civic Exchange recommends that a regular review mechanism, similar to the one under the Singapore ERP Scheme, has to be incorporated into the ERP Pilot Scheme so that the charge can be adjusted quarterly either upward or downward, in order to achieve and maintain an optimal average car journey speed in the charging zone.

Conclusions

14. Civic Exchange reiterates our full support to the ERP Pilot Scheme. Encouraging results from Singapore and London, two cities that are comparable to Hong Kong in terms of density, urban morphology and economic status, make it clear that this is a proven demand-side measure to tackle traffic congestion. With less traffic, roadside air quality is also improved in the charging zone. Experience from overseas best practices provides Hong Kong with the much needed expertise for designing and developing the most practicable scheme according to local conditions.
15. Last, but not least, Civic Exchange also encourages the Government, in parallel with the ERP Pilot Scheme, to consider other transport demand management tools as complementary measures to address traffic congestion. For example, contrary to suggestion that more parking space should be provided in Central as a means to alleviate congestion, an enhanced parking management strategy should be introduced instead to disincentivise drivers coming into Central with their cars, but switching to public transport and other non-motorised modes such as walking.

Enquiries

16. For further information and discussion, please contact Mr. Simon Ng, Chief Research Officer of Civic Exchange, at _____ or _____.

– End –

Visit us at:

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TEL 電話 :

FAX 傳真 :

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

Melody Cheung <

>

18 March 2016 at 16:28

Reply-To:

To: info@erphk.hk

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2 messages

Matt lai <

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18 March 2016 at 16:30

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2 messages

Kelvin mok <

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18 March 2016 at 16:52

Reply-To:**To:** info@erphk.hk

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2 messages

Lo Shun Chint <

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18 March 2016 at 16:54

Reply-To:

To: info@erphk.hk

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Lo Shun Chint

Comment on ERP Implementation 2016

2 messages

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

18 March 2016 at 17:24

Dear Sir / Madam,

I am writing in response to the public engagement campaign on ERP in 2016.
Kindly please find my view in the pdf file attached.

*** Please DO NOT disclose my personal details in all kinds of publication or materials (if any) ***

Many thanks!

Regards,



Submission to ERP.pdf

176K

Electronic Road Pricing (ERP) Pilot Scheme in Central and its Adjacent Areas

1. Purpose of ERP Implementation

Electronic Road Pricing (ERP) in Hong Kong is a means to charge car drivers based on the road usage. There are several reasons and perspectives for us to adopt ERP, (1) relieve traffic congestion, which cannot be solved by existing means due to (a) road demand increases more than the supply; (b) the existing solution has already reached the capacity (e.g. lack of land to build more roads). In addition, we can take (2) air pollution and green initiatives into account, and assess if ERP provides a solution to the problems. As a HK civilian, I would discuss if the consultation paper provides enough justification and incentives for us to go ERP.

2. Perspective of Analysis

The consultation paper has discussed some ways to implement ERP and its associated impacts.

(A) Technical Feasibility - whether the solution can be implemented, and reach the desired benefits;

(B) Applicability in HK - whether the provided solution suits the unique environment and culture in HK;

(C) Effectiveness - what we will achieve and to what extent we can benefit from the implementation;

(D) Impact to Interested Parties - whether the solution provides a holistic impact analysis to all the interested parties, and whether the government has proposed workarounds and solutions to the problem.

3. Interested Parties

Apart from the proposer of the ERP Pilot Scheme, (1) the HK Government, the interested parties also include the (2) solution providers and (3) the system users, where the system users are composed of many different stakeholders, for example, (i) general public; (ii) private car drivers; (iii) taxi industry and logistic industry; (iv) public transport industry; (v) residents living in the controlled area; (vi) employers having offices or shops in the controlled area; and (vii) employees working in the controlled area, etc.

As illustrated in section 2, different user groups can have different and even opposing views on adopting ERP, and a well-defined ERP scheme should consider the cost and benefits of all interested parties, so that we have a fair ground to justify the implementation.

4. Methodology

In this section, I will discuss the proposed solutions as illustrated in the consultation document, and whether we can draw a conclusion on ERP implementation

4.1 Charging Area

In the paper, Central and its adjacent districts have been chosen as the pilot run. Similar areas have been conducted in HK as a pilot run in 1970s. The designated areas are still the core business districts of HK, but definitely the situations vary. In the last two consultation campaigns, implementation has been abandoned / not recommended. It is because there are still other alternatives (e.g. opening of MTR island line in 1970s) and the incentive for improvement is not large (e.g. the traffic speed in Central was not that congested when benchmarking with London in 2000s).

Let's consider the current situation in Central.

A) Traffic Pattern

According to the consultation papers, one of the reasons for traffic jam in Central is due to the illegal parking, prolonged waiting in the area.

B) Scale of Deployment

When we consider the geographical location, there is not much choice for road vehicles to go from east to west direction in northern HK island. When we determine the size of ERP deployment, it is crucial to decide what other alternatives left for the users, so that users have the options to physically go-around instead of enforced to pay. The paper doesn't mention the proportion and composition, but consider the traffic congestion in east and west Kowloon district during rush hours, Central does provide some options for drivers to choose from.

C) Impact to Districts Outside Central

When we focus on Central and its adjacent areas, it is easy for us to ignore the impacts outside. For example, we have to consider whether we have enough infrastructures if the public takes alternative routes (e.g. people take more MTR instead of private car, can impact the whole island line or even more); in addition, the change in infrastructures like retake of control of East Harbour Tunnel might change user behavior on the reliabilities on Cross Harbour Tunnel and thus Central as a result.

When we consider the project as a pilot run, we have to further assess on its representativeness, whether the model being adopted can be reused in other parts of Hong Kong.

According to the latest feasibility study in 2010s, the traffic congestion in Central district worsened in previous years, and is expected that the situation will continue to go down. Compare with the practice in similar districts in London and Singapore, ERP is proven to relief the condition. However, selecting Central as pilot run is still reasonable enough.

4.2 Charging Mechanism

(A) With Respect to Time of Travel

As adopted by London, money will be collected from drivers whenever they drive into the controlled area (Area Based Principle), w.r.t the entry point and exit point of the whole district.

In London, a one-time day pass approach is adopted. A user pay once and have unlimited access to the area within the day.

This approach is relatively easier to set-up and clear to execute.

If the area segmentation is too rough (e.g. confined to the whole central) or the token validity is too long (e.g. fixed price for one month). it will encourage the paid users continue to stay in the controlled area, thus the system will be abused and the traffic will be blocked. In reverse, drivers will not have enough intension to maximize the pass to suit road situation. Thus the combination must be chosen carefully.

(B) With Respect to Area of Travel

As adopted by Singapore, money will be collected from drivers according to the maximum displacement they have go through in the controlled area (Cordon Based Principle), w.r.t the control points distributed throughout the whole district.

However, this cannot stop “prolonged waiting” and “illegal parking” issue as stated in previous section, which claims to be a major reason to traffic jam in Central district.

(C) Mixed Model

To minimize the car staying in the zone, a mixed model can be adopted, and somehow similar to the existing taxi charging mechanism. The travel fee may consist of two part; the first half is based on the distance travel while the second half corresponds to the time staying in the controlled area.

The distance related part can be charged with a decreasing marginal cost, to encourage drivers find the fastest route instead of the shortest route within the area, where the time related part can be charged with an increasing marginal cost, such that the prolonged waiting behavior will be penalized heavily once they leave the area.

4.3 Charging Period

(A) Regular Pattern: Daily & Weekly

Traffic pattern varies with time, usually with a regular pattern. For example, people goes from residential district to business district (e.g. Central) in the morning, and go back at night, logistic industry takes similar route every day, etc. Similarly, drivers behave much differently during holidays. When we consider all these factors, we may conclude as a daily pattern, in which inbound, outbound and pass-through flow may impose different charges to control the volume.

(B) Irregular Pattern & Transition Period

Under a variable cost charging model, say higher cost under rush hour, people may rush into the controlled area at a lower price while leave the area at a higher price. Given that the vehicle does not occupy the road, but stay in the car park or otherwise, this actually aligns with our intention of relief traffic jam by reducing road traffic at rush hour. However, if the charge variation changes rapidly without any grace period, say sudden price increase due to traffic accidents, unexpected behavior like rushing in/out or route switching may even worsen the situation from a global perspective. Thus, we should set up some buffer and prior notice to ensure a seamless transition period due to money. In the paper, the notification of charging rate is not specified clearly, but it is likely a critical factor affecting the effectiveness of the implementation.

4.4 Charging Level

(A) Constant Charging

Similar to existing tunnel fee charging mechanism, road pricing can be charged as a constant price. However, it seems that it has the least flexibility to meet the ever-changing road condition.

(B) Time-Limited Pass

As adopted by London ERP programme, a user can have unlimited access to control area within the subscribed time period. The concept is easy to be adopted by public, but as it allows too much flexibility to drivers, the effectiveness is doubted.

(C) Variable Charging Rate

To cope with the dynamic road situation, charging on the actual situation seems more suitable. Based on the charging mechanism and charging period, or even the instant traffic situation, charging rate will be different.

4.5 Technology

(A) Car Plate Recognition

Car plate recognition makes use of camera to record the plate and issue bill. It is not easy to validate the plate and the registered car. Also, it may require vehicles to align or even slow down their speeds. It is not feasible under heavily packed scenarios. And it has a higher privacy concern

(B) Short-Distance Microwave Communication

Short-distance microwave communication allows information exchange between pre-install in-vehicle unit in vehicles and the ERP facilities. From Singapore experience, a pre-paid card can decouple the identity recognition and payment issue. It supports instant payment or by paying bill, which gives a higher flexibility. This technology is more flexible to cope with road situations but higher installation cost.

5. Exemption and Concession

Back to the beginning, ERP helps to solve traffic jam and air pollution. Thus, it is reasonable to give priority to the road user with higher necessity or, aligns with the basic principle.

(A) Flow Pattern

Traffic flow can be an inbound flow, outbound flow and simply pass-through the region. To ease traffic jam, the flow pattern has to be considered. For pass-through, this should be discouraged and charge higher; for purely inbound / outbound flow, an opposing flow can give space for the majority, can be charged lower, or even receive voucher or subsidy.

(B) User Necessity

Some of the road users cannot avoid making the trip, for example resident inside / next to the control area, or they have to work inside the area. It is likely some of them will change their behavior to cope with ERP, say taking public transport, changing journey time, etc. When we introduce ERP, we have to take into account the capability of these alternative routes, e.g. if the increase of bus routes and MTR is feasible to cope with the increasing demand. However, these measurements are not illustrated in the document.

(C) Occupancy w.r.t Space and Pollution

When we want to take a ride on the vehicle, the occupancy w.r.t. space directly related to traffic congestion, i.e. inversely proportional to packing density. In London, public vehicles can have exemptions to reflect the ideology, and reduce the price shift to civilians. But if we take packing density into account, it is considerable to set different price level for motorcycles, private car, lorries, etc., just like current practice for certain tunnels and highways.

Similarly, we can set different price level regarding the pollutant emission or engine size, if we want to take pollution into accounts. Although it is technically harder to validate car type and the price level by electronics means, it is more encouraging to the civilians

6. Privacy Concerns

Privacy concerns are a spotlight of the scheme. Public may worry about if their driving records will be disclose to others. It is inevitable to have any information exchange by using the two charging technology stated above. HK can take reference from Singapore experience to use a pre-paid card for short-distance microwave communication. Also, the government has to explain the privacy policy of the scheme to public, such that the public can understand more about the privacy aspect of scheme, as privacy is a big concern for public over the years on the implementation of ERP.

7. Effectiveness & Way Forward

There are different metrics of determining effectiveness of the scheme, for example, speed flow, traffic pattern and composition. These can be used to assess if the implementation of the scheme can be used to relieve the traffic congestion.

A very important target of the pilot scheme is to study the reusability of the model (i.e. the model based on Central and its adjacent areas), to see if it can solve the traffic congestion in other part of Hong Kong.

8. Conclusions

To summarize, there are pros and cons of different implementation methods of the ERP scheme. The HK government, the service providers and the users have to raise their comments and to listen to each other in order to achieve the ultimate goals – relieve the traffic congestion and environmental pollutions, in order to make a better life of HK citizens.

From what I can conclude from the consultation paper and previous studies, it shows that it is worthy to try a new way – ERP to solve the stalemate situation in HK, but the government should provide a more holistic view and concrete measurement on the impact analysis of all the stakeholders, e.g. the capability of alternative routes when the scheme rollout, so that every civilian can know more about the Government planning and make comment prior to implementation.

提交意見：反對電子道路道收費中環及鄰近地區先導計劃

3 messages

KC LEUNG <

>

18 March 2016 at 17:40

Reply-To:

To: info@erphk.hk

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KC LEUNG

Inchcape's views on Central District ERP Pilot Scheme

2 messages

Christine Chan Inchcape HK < > 18 March 2016 at 17:42
To: "info@erphk.hk" <info@erphk.hk>
Cc: Godwin Ching Inchcape HK < >

Dear Sir/Madam,

I am writing on behalf of Inchcape Hong Kong regarding to the views of ERP Pilot Scheme in Central and its adjacent areas.

Please do not hesitate to contact me if you have any questions.

Thank you very much.

Our views on Central District ERP Pilot Scheme are as follows:-

Inchcape's views on Central District ERP Pilot Scheme

Boundary of the Central District ERP

Q1. Agree with the boundary base on the recommendation of the government

Q2. Should not be covered too many parts of other areas

-

Charging mechanism for the ERP

Q3. Prefer the "cordon-based" charging mechanism; vehicle is charged every time it crosses a charging point located along the boundary of the charging area during the charging period

Charging Period

Q4. ERP should be imposed throughout the hours in a day when the traffic flow is high in the charging area

Q5. Charging period should be based on the traffic flow, suggest to charge less during non-peak hours

Charging Level

Q6. Differential charges should base on vehicle types just like electronic toll booths (Autotoll) in Hong Kong

-

Q7. Prefer ERP charge levied on a per pass basis(charging at each and every charging point)

Exemption and Concession

Q8. Support providing exemption/concession to public transportation

Technology

Q9. Suggest to follow Autotoll charging system

-

Privacy Concerns

Q10. No concern

Effectiveness

Q11. The effectiveness of ERP can be evaluate base on the traffic flow and air quality

Q12. The charging level should be reviewed every half year to maintain the effectiveness of the ERP

Complementary Measures

Q13. Vehicles that have better emission standards (e.g. Euro 5/EV/Hybrid) may get exemptions from ERP

Yours Truly,

Christine Chan | External Affairs

Inchcape Motor Services Limited



P:

E: | Web:



Our Core Purpose:

To create an incredible customer experience for the best car brands in the world

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Please consider the environment before printing this email.

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

Loiengman <**>** 18 March 2016 at 17:48**Reply-To:****To:** info@erphk.hk

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Loiengman

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

Yau Wai Ching <

>

18 March 2016 at 18:51

Reply-To:**To:** info@erphk.hk

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Yau Wai Ching

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

Paul WH Chau <

>

18 March 2016 at 19:37

Reply-To:

To: info@erphk.hk

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特區政府在未有嘗試任何政策工具提高Passnger Car Unit（PCU，又稱載客車量單位）便冒進推行明知未能有效減少車流的ERP，已經是擾民行為。

亞洲國家的ERP例子顯示，ERP收費只有加快減慢，而且每日徵費時間只會不斷延長。

ERP是名乎其實的類退稅，排擠低收入人士及「搵食車」進入中區商業區；收費完全不會減少最主要進出中區的车流，更將會窒礙香港人行動自由。

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。

Paul WH Chau

反對電子道路收費計劃

2 messages

陳浩濂 **Joseph Chan** < > 18 March 2016 at 20:01
Reply-To: 陳浩濂 Joseph Chan < >
To: "info@erphk.hk" <info@erphk.hk>
Cc:

敬啟者：

就「中環及其鄰近地區電子道路收費先導計劃公眾參與」之公眾諮詢，本人現特致函反對中區電子道路收費計劃。

現時中區交通擠塞主因是非法泊車問題，於中區要道如皇后大道中、遮打道等往往三條線中有兩條線均被非法泊車阻塞，雪廠街、砵甸乍街等則兩條線有一條被非法泊車阻塞，令到原有的中區交通容量被降低一半以上。從成效以言，當局應先做好路面管制，加強執法以釋放被阻塞的路面容量從而令交通容量立即增加一倍，而非實行花費上億的電子道路收費卻只能減低一至兩成的車流。

本人認為當局應先做好路面執法工作，改變現時司機可於中區公然違法而不需承擔任何後果的現象，而非懲罰沒有公共交通又需要進入中環的山頂區居民。當局引入花費高昂的收費系統以彌補警方執法不足的問題，實在是本末倒置。

如就上述事宜有任何問題，歡迎隨時致電 與本人聯絡。謝謝。

此致
運輸署

陳浩濂 謹上
中西區區議員(山頂)

陳浩濂 **Joseph Chan**
中西區區議員(山頂)
District Councillor of the Central & Western District (Peak)
E-mail:
Facebook:
Mobile:

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

Tang Tsz Lun <

>

18 March 2016 at 20:05

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。

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Tang Tsz Lun

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

Roski < >

18 March 2016 at 22:50

Reply-To:

To: info@erphk.hk

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Roski

對「中區電子道路收費先導計劃」公眾參與文件的意見書

2 messages

公共運輸研究組 **Public Transport Research Team** <
To: info@erphk.hk

>

18 March 2016 at 23:00

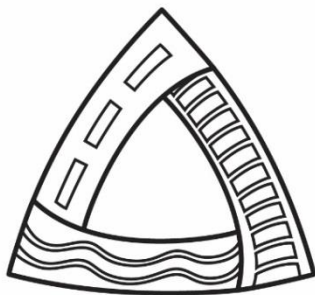
敬啟者：

如題。意見書全文在附件中，謝謝。如要聯絡我們，可以電郵方式聯絡，地址為：

公共運輸研究組
Public Transport Research Team

 **Paper for ERP.docx**
102K

對「中區電子道路收費先導計劃」 公眾參與文件的意見書



公共運輸研究組
Public Transport Research Team

2016 年 3 月

引言

本意見書為公共運輸研究組針對「中區電子道路收費先導計劃」公眾參與文件及相關諮詢而纂寫，主要針對文件中對未來電子道路收費的設想作回應。鑒於相關文件的內容，本意見書將分為六個主要方向回應。

而在討論該文件之前，本組認為必須先指出中區道路擠塞的主因，才能對症下藥。簡略而言，中區道路長年擠塞的主因為有太多車輛在不允許車輛滯留的行车線上長期停泊或等候(這類車輛下稱違泊車輛)，令可用行车線長期不足，致使車流無法暢順通過，而非單純因為路經中區的車輛過多所致。而這些違泊車輛當中，有相當部份是等候接載公司高層的車輛(俗稱「老闆車」)，且情況已接近失控；亦有一部份是因區內上落客貨位不足而被迫違泊或停車上落客貨的商業車輛，主要為貨車及的士。

收費區及收費機制

一如引言所說，中區道路擠塞的主因係違泊車輛過多所引致。但實施電子道路收費計劃的目的，是透過經濟手段，以提高單位使用成本的方法，降低慣常路經繁忙地區車輛進入該等地區的意欲，當中隱含的前提是這些車輛進入繁忙地區道路的主要目的為**過路**。惟正如前所提及，導致中區道路擠塞的車輛，其進入中區的主要目的為**停留並進行上落客貨活動**，換言之，它們幾乎必定要駛入中區，故此，當局期望以電子道路收費計劃來減少這類車輛進入中區，根本**未能對症下藥**。

在此情況下，若當局仍推行「中區電子道路收費先導計劃」，則很大可能會遇到下列兩種情況：

若收費水平訂得較低(此處的較低，大概為低於目前區內停車場收費的水平)，基於上類車輛的使用模式，此收費僅為提高其每次進入該區域的成本，無法動搖其需求，亦即難以減少該類車輛進入區內的誘因，因此相關的駕駛者們仍然會把車開進區內。若收費水平訂得較高，固然能打擊「老闆車」，但對於僅作短暫停留或/及停泊在合法泊車位而沒有阻礙交通的車輛則顯不公。而不論採用區域為本或採用周界為本收費機制，情況亦相若，不同之處僅在周界為本收費可以分辨出短暫停留的車輛，但仍對使用合法泊車位的車輛不公平。

此外，假設為趕絕「老闆車」，當局決心訂下高昂的收費水平，即使不考慮對部份合法泊車車輛不公的問題，依然會有以下隱憂：此舉變相鼓勵車輛在收費

周界外的鄰近地方停留，在需要上客時方駛入中環。由此引伸，收費區或需擴展至周邊地區，如上環和金鐘等路段。但是，這些地區的交通狀況其實並不如中環般惡劣，卻因要防止違泊車輛湧出而一併納入收費區，對本身只駛經周邊地區的車輛來說，可謂是「無妄之災」。

因此，我們認為，在研究是否推行電子道路收費的同時，應先馬上開始針對中環區的違例泊車及長時間停留路邊等候的情況，加強執法，並且重新檢視中環區內可供上落客貨的位置是否恰當，這樣才能更有效地根治中環的擠塞問題。

收費時段

在這方面，我們認同當局的意見，電子道路收費需要在區內交通流量高時收費，但卻應考慮按交通流量按等級收費，例如在極高流量的時段（例如早上上班時間）收取更高的收費。此外，沒有必要如瑞典般在個別日期豁免收費。目前星期日及公眾假期的流量雖然比一至六的繁忙時間為低，但在設計該計劃時，當局應考慮路面交通情況來考慮特定時段內是否收費，而非單單在特定日期內收費，以維持其應有的彈性。

收費標準及水平

在收費標準方面，文件中只提及了三個可能性，分別為所有車輛劃一收費，又或按車輛大小、或載客量，來收取不同費用。本組認為，若只從上述三種收費模式中選擇，根據車輛的載客量作不同收費應較合理，因為載客愈少的車輛，在道路上的運載效率愈低，同時也愈浪費路面空間。然而，中區道路尚有大量載貨車輛使用，此等車輛本非用以載客，載客量自然是較低，唯其主要作用為運輸貨物，不能指為運載效率低。另一方面，正如本組一再強調，中區道路嚴重擠塞的原因為大量車輛長期違法停靠在路邊所致，故此，控制車輛逗留在繁忙道路的時間方為解決擠塞問題的關鍵。由此可見，當局在制訂收費標準時應同時考慮兩方面的因素：一為車輛性質，而另一則為車輛逗留在繁忙道路的時間，方更全面。

至於收費水平，其實已如我們在前段所一再申論的那樣，不論收費水平高低，若當局還是幻想單憑電子道路收費就可以解決問題，而不謀求其他的長遠方針，最終仍是無法改變駕駛者在中區**違法泊車或長時間停車等候**的習慣。

此外，我們也認為政府應設立具彈性的機制，適時調整收費，以維持效果。

豁免和優惠

針對豁免部分，我們認為應向公共交通工具提供豁免。電子道路收費的其中一個目的正是鼓勵市民放棄使用私家車，改為使用公共交通工具。由於地鐵並不

能覆蓋所有地點(例如半山區)，而且載客量已經飽和，故此路面公共交通工具勢將負擔更多的客流壓力。如果電子道路收費覆蓋公共交通車輛，基於成本問題，路面公共交通服務提供者便可能因道路收費而避免駛入收費區內，進而令該區公共交通服務不足，反而迫使市民自行駕車進入中區，又再一次增加中區車流。再者，路面公共交通服務提供者亦可能將額外成本轉嫁予乘客，進一步削弱吸引市民轉乘公共交通工具的誘因。而現時駛經中環的專營巴士及小巴班次已受運輸署嚴格限制，再收取電子道路收費等同「雙重限制」，於理不合。至於商業車輛方面，本組認為可考慮從電子道路收費計劃的收益中撥出一部份，以向他們提供一些優惠，例如區內外停車場的折扣優惠，提供誘因予商業車輛司機放棄在路邊違例停車，而採用停車場上落貨。此外，政府亦應檢視中環停車場供應的問題，例如近期政府計劃拆卸中環周邊地區由政府多層停車場，便正正可能令中環泊車位不足的情況加劇，從而使上述等候及違泊情況更加嚴重。

科技、私隱

本組認為「中區電子道路收費先導計劃」本組認為收費系統應合符《個人資料(私隱)條例》及其他現行法例的要求。而具體做法方面，則我們較適合採用短距微波通訊科技，因為這種收費技術所牽涉的行政工作會較自動車牌識別科技為少，同時管理方法亦較簡單，模式與目前 Autotoll 類似，系統的彈性亦會較大。

而且自動車牌識別的方法亦會使私隱洩漏及欠繳費用的風險增高。

成效及配套

針對成效評估方面，我們認為若要有效評估該計劃成效，所必須用到的三個指標為：

1. 收費區內的交通流量、平均車速、公共交通人次數字及按車輛類別計算的車流成分變化；
2. 收費區周邊地區的交通流量、平均車速、公共交通人次數字及按車輛類別計算的車流成分變化；及
3. 收費計劃內的總收費額、相關支出及收費單位數字。

上述三個指標能為當局對其時該路段的交通情況作較直觀及準確的描述，以隨時因應情況作出調整，維持其成效。

至於配套措施，正如本意見書在引言和各段中一再申述的那樣，以「中區電子道路收費先導計劃」對付違泊車輛，問題有二：一、無論如何，該計劃均懲罰了合法泊車而對交通沒有阻礙的車輛；二、不論是違泊車輛湧出區外或擴大收費周界，均對中環鄰近地區的交通情況有負面影響。若當局堅持實施電子收費計劃，本組認為，至少應在鄰近收費邊界處設立停車換乘(park and ride)設施，讓打算長期將車輛長期泊在中環的駕駛者改將車泊於中環區外，並以公共交通工具進出中

環。至於僅作短暫停留的商業車輛，則可參考「哥德堡計劃」，以車輛通過收費站間的時間作彈性收費，並如有關豁免和優惠的部分中所提出的那樣，提供收費區內停車場泊車優惠，進一步減少在路邊停泊的車輛。最後，當局亦應加強中區的公共交通服務，以確保它們有足夠的載客量接載原本駕車的市民來往中區。

結論

總括而言，我們對該文件中提出的，對電子道路收費計劃及其相關試驗計劃的看法是不甚認同，同時對其成效也是不表樂觀的。原因主要為：

1. 電子道路收費未能真正對目前中區交通擠塞的成因作有意義及針對性的措施——它並未能使違泊車輛放棄其道路使用習慣，而只向所有道路使用者收取費用，務求以減少需求量的手段來減輕交通流量，卻並不曾留意，中區交通擠塞的真正成因，需求量並非決定性的，而在於車輛使用道路的方法上。

2. 收費區外圍的配套顯然不足，沒有足夠的空間來吸收因不進入收費區內而停留在外圍的車輛流量。

3. 討論收費水平時，多數內容為對外國收費水平的參考，卻並不以香港自身的情形(如停車場收費、停車位位置等)加入討論，根本難以確實訂立一個合適的收費水平。在這情況下，恐怕即使計劃得以推行，亦相信不會對交通情況帶來明顯的改善，並且在吸收影響後，情況會更嚴重。

4. 最後，當局亦應加強中區的公共交通服務，並檢討現時嚴格限制專營巴士進入的中環的數量限制，以確保它們有足夠的載客量接載原本駕車的市民來往中區。此外，政府亦應考慮使用電子道路收費所獲得的額外公帑，補助其他有助舒緩交通擠塞的措施，例如於區內外停車場上落貨的折扣優惠，或補助公共交通營辦商等。

提交意見：反對電子道路道收費中環及鄰近地區先導計劃

2 messages

Chan Wing Lun <

>

18 March 2016 at 23:11

Reply-To:**To: info@erphk.hk**

本人反對特區政府推行任何形式電子道路道收費（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後對整體交道做成的負面影響將會更甚。

眾所周知，中區商業區主要道路，有多處均未有劃成全日禁止停泊區。而俗稱「老闆車」的公司車輛長期霸佔大廈外道路早已影響車流量。然而，政府卻未有打擊「老闆車」長期佔據路面停車的情況，實在不明所以。

而香港的路邊空氣監察站，在過去多年錄得的空氣污染數據相若。而香港整體空氣污染嚴重地區是東涌及屯門。以ERP改善中環路邊空氣質素，可謂杯水車薪。

特區政府自成立來，每年均有數百億支出用於基建，ERP的收入並不見能加強香港道路基建。而公共運輸公司多數能自負盈虧，更沒有需要以ERP作為改善香港公共交通質素的手段。

特區政府在未有嘗試任何政策工具提高Passnger Car Unit（PCU，又稱載客車量單位）便冒進推行明知未能有效減少車流的ERP，已經是擾民行為。

亞洲國家的ERP例子顯示，ERP收費只有加快減慢，而且每日徵費時間只會不斷延長。

ERP是名乎其實的類退稅，排擠低收入人士及「搵食車」進入中區商業區；收費完全不會減少最主要進出中區的车流，更將會窒礙香港人行動自由。

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。

Chan Wing Lun

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

boy au < >

18 March 2016 at 23:15

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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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。

boy au

Individual response to ERP consultation

2 messages

Rishi Kukreja <info@erphk.hk>
To: info@erphk.hk

>

18 March 2016 at 23:27

Dear Sir/Madam,

please find attached my submission to the consultation on Electronic Road Pricing.

Best regards,

Rishi Kukreja



Public consultation ERP_Kukreja.pdf

158K

Public consultation on the Electronic Road Pricing Pilot Scheme

Individual response submitted by Rishi Kukreja at

Q1. The whole of Central district should be included in the scheme. There is hardly a road in Central that does not face congestion at some time during the day, and it therefore makes sense to include every vehicle-accessible road.

Q2. Sheung Wan and Admiralty often feel the spill-over effects of traffic jams in Central and also face heavy traffic loads, so it makes perfect sense to include certain areas. The entire length of Connaught Road and Des Voeux Road, as well as Queensway and Harcourt Road are directly connected to Central's main arteries, and to achieve a better traffic flow along these roads and prevent a scenario whereby Sheung Wan and Admiralty become more congested than Central after introduction of the scheme, it makes sense to include these roads into the boundary as well. As the government expands the scheme to cover other congested areas in Hong Kong, I would ultimately envisage a congestion charging zone running from Sheung Wan all the way to Fortress Hill in the future, as the entire area often faces heavy loads of traffic, very poor air quality and long travelling times. As the entire area is well-served by public transport (MTR, bus, trams) there are ample opportunities to use alternative means of transport to reach the area without the need for a car.

Q3. Considering the charging area will be quite small in the beginning, it does not make sense to enforce an area-based charging mechanism. I believe this only makes sense in a large enough area that would be able to absorb traffic caused by multiple trips by users into the area who have already paid the daily charge. As such, the cordon-based charging mechanism should be used for Central. For small congestion zones, cordon-based is the more effective measure. It can respond to traffic flow variations in the day and adjust its prices to ensure an optimal flow of traffic. It represents a user-pays principle, so the more the area is used, the more one pays, which is fair and effective in my opinion.

Q4. I believe the reasons for the charge as envisioned by Gothenburg to be the most sensible. These are: to alleviate congestion, to help finance/subsidise public transport, and improve the environment. As such, it makes perfect sense to impose charging when traffic flow is above average in Central, which would be in the periods from 0700hrs to 2100hrs from Monday to Friday. For Saturday, the charging period should be from 0800hrs to 2200hrs. However, for environmental protection, the zone should also become a low-emissions zone, so during the above hours, polluting vehicles not

complying with Euro 5/Euro V standards as a minimum should also be excluded from the zone. A responsible government would recognise the triple benefits of using the charge to reduce traffic, improve public transport and benefit the environment, and implement a congestion charge as well as a low-emissions zone in the congestion zone during peak hours.

Q5. Based on the current data provided, I agree that Sundays and public holidays should be exempt from the scheme. If in future this trend changes, though, I would advocate a review and possible introduction of charges in order to deter traffic to the area.

Q6. I do not believe a unified charge for all vehicles to be fair or effective and therefore advocate a differential charge based on the carrying capacity of the vehicle. Private cars are a very inefficient mode of transport that use a disproportionate amount of space compared to their use, and should thus be highly discouraged. From an environmental perspective, they also use more energy per person carried than a bus, and in line with the aim of the ERP to benefit the environment, this approach should be adopted in Hong Kong. I therefore believe private cars should be charged the highest in order to achieve a sufficient level of deterrent for the use of such vehicles in the congestion zone, and buses the lowest. Goods vehicles and motorcycles should be charged less than private cars, but still more than buses. It is nonsense to believe a private car user would invest in a goods vehicle or bus in order to pay lower fees (considering the higher maintenance costs and trouble of finding parking spaces for it), so this system would not open itself to abuse, and is thus the way to go.

Q7. Having proposed a cordon-based charging mechanism, the main arteries of Central with the most traffic should be charged the highest, with lesser-used roads costing less, but, as stated before, since whole of Central is affected by traffic, no road should be free of charge during the charging period. Since the lesser-used roads in Central are also those where the width, inclination and the presence of people prevent high speeds, it is unlikely drivers would choose these over the main roads in order to save money, so I do not see any negative side-effects from lowering the charge on these roads as long as the reduction is reasonable and proportional to the costliest roads and not too cheap. Since those visiting Central in a car are among the most well-off in Hong Kong, they will have the financial means to pay a charge. As such, the fee should be set sufficiently high to act as a deterrent to such people as well. As can be seen, even a parking ticket is no deterrent to such people, as can be

seen by the rampant illegal parking and waiting in the district, and I therefore deem the minimum in the other cities (sometimes as low as a few Hong Kong dollars) too low to be effective in Hong Kong. Tunnel fees in Hong Kong are in the range of a few dollars as well and are chronically congested, providing more proof that a few dollars would not suffice in Hong Kong. I believe the minimum charge should be \$50 to enter the congestion zone, running up to a few hundred dollars for the main roads in Central. A trip to several roads in Central could then cost the user about \$500-\$1,000. This should make also those prepared to pay a parking ticket think twice before coming to Central with their vehicle and significantly reduce vehicle numbers in Central. Penalties for failure to pay on time or in case a high-emission vehicle enters the congestion cum low-emission zone should warrant a fine of at least \$5,000 and six months imprisonment, in line with the penalty for smoking in no-smoking zones (an equally undesirable and polluting behaviour).

Q8. The idea behind the system is to promote a sensible use of limited road space. Exemptions are therefore needed, rather than a blanket charging of all vehicles entering the charging zone, as is done in Singapore. This system suggests no vehicles are welcome at all, while the rationale should be wise use of roads. As such, emergency vehicles and public transport should be considered a sensible use of the road due to its public service and its ability to transport many people at once (in case of the latter). On the other hand, a private vehicle is not a sensible use of road space and its use should therefore be discouraged by charging it. The user of the private vehicle would then decide whether it is worth the cost to enter, thereby encouraging only sensible trips to the area to be made. It would make no sense to charge public transport operators as well if the government wants to promote the use of public transport, as they would pass the cost on to passengers, thereby penalising users of public transport, which is nonsensical and counter-productive. For this reason, all franchised bus operators should not be charged, much like the MTR and tram will not be charged for entering Central either. Private buses, however, should not be exempt, but in line with the carrying capacity, be charged less than private cars. No other vehicles, no matter whether resident, taxi, private-hire, goods vehicle, diplomatic or military should be granted any exemption or concession, as they are all equally undesirable in a high-traffic area. Drivers of electric vehicles might complain that they should be granted concessions because they would produce virtually no roadside emissions, and thus on the grounds of public health be given preferential treatment and concessions. However, as Hong Kong has hardly any renewable energy in its mix, the greenest form of energy production possible, the emissions are merely displaced from the roadside to the power plant, and do thus not really constitute green or

environmentally-friendly behaviour, and so should be charged the same amount as petrol-powered or diesel-powered cars.

Q9. I have no views or preferences for the type of technology used to collect charges.

Q10. I have no views or preferences for the protection of privacy in the ERP.

Q11. Measuring the effectiveness is paramount to its success, as without any assessment it is a meaningless exercise. As the aims of the scheme should be to reduce traffic, improve public transport financing and benefit the environment, the easiest ways to measure effectiveness or success would be by means of recording traffic volume and emissions. Both are easy to measure and provide accurate results, and improvements in these areas are further beneficial to the public. Income generated would also be an easy indicator to measure, but since the aim of the scheme is not to make a minimum amount of money, it would not be appropriate to use this as a performance indicator, even though the money would be used to improve/subsidise public transport. The government should set a target reduction in volume, which it wishes to achieve in the first year of operation, e.g. a reduction in traffic volume of 50 per cent. On the other hand, it should also set targets for the first year for reductions in pollutants, such as CO, NO_x, SO₂, PM2.5, etc. to protect public health. Setting ambitious targets of between 50 and 70 per cent would be greatly appreciated by the general public and show the government is serious about clean air. Success should then be measured by how well the various targets have been achieved, and if one or more targets are not reached, an analysis of the failure should be conducted and steps taken to redress this for the following year. For example, if the targets for traffic volume are met, but not those on the pollutants, it would show that more work needs to be done to protect the environment and public health better. The government could then either increase charges to reduce the number of cars or mandate cleaner engines in order to achieve the emissions targets. For subsequent years, traffic volumes and emission levels should be continuously monitored to assess where and when changes are necessary to ensure a smooth flow of traffic and low emission levels that do not endanger public health.

Q12. I have answered this as part of Q11 – yes, of course every scheme should be reviewed and tightened regularly to ensure its effectiveness and that it is achieving its stated aims. This question is common sense and a no-brainer.

Q13. I believe ERP will only have a very limited impact on overall Hong Kong traffic, if

not accompanied by various other progressive measures. This is because it is a monetary device, providing a disincentive to use certain roads, but further not being any inconvenience to users. As long as roads are still convenient to use, money will not be as sufficient a deterrent to induce behaviour change, especially if they are rich and don't mind paying illegal parking/waiting fines. Clearly, the convenience aspect outweighs the financial burden to them, so as long as convenience is not tackled, it will not induce a change in behaviour in this group of road user.

As the numbers and figures show, the government has failed miserably to discourage the ownership of private vehicles, and a serious rethink of infrastructure is thus needed whereby cars are no longer catered to so freely with road space, and more consideration given to creating walkable pavements unobstructed by signs and railings and inconvenient crossings, requiring pedestrians to take long walks to bridges or subways to cross the road. I would hate to see the introduction of ERP to mean nothing needs to be done to improve walking and cycling in the city, or for even more poles belonging to the ERP-scheme obstructing flow of pedestrians on pavements. A real discouragement to vehicle ownership and use does not happen through passive means, as the government has done over the years, but active changes that clearly show that public transport, cycling and pedestrians are more welcome than private cars. A current stroll along virtually any road in Hong Kong currently suggest the exact opposite with many roads having narrow pavements, roads difficult to cross, and even long stretches of road where there is no pavement at all, having abruptly stopped at some point, thus severely endangering pedestrian safety.

The ERP should thus not be a standalone measure, but one of a range of stringent measures, such as creating more car-free zones (such as the proposal to turn Des Voeux Road into a tram-only road), introducing bike lanes, giving pedestrians more right of way, ensuring each road has a comfortable pavement to walk on, increasing vehicle registration fees, more one-way roads only, higher traffic offence penalties, etc.

Contrary to the government's belief, more road-building is not a solution to ease traffic congestion, and the government should cease such wasteful projects. Overseas research has proven long ago that more construction will only invite more use, and the problem in Hong Kong is not one of connectivity or accessibility but of overuse, and the encouragement of a wiser use is thus the priority, along with favouring collective transport modes and encouraging zero-carbon modes of transport such as walking and cycling

I strongly urge the rapid development of above projects, along with many more congestion zones in other parts of the city, to create a more liveable city.

Consultation on ERM

2 messages

mm1947

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18 March 2016 at 23:34

To: info@erphk.hk

Dear Sirs,

ERP Pilot Scheme

For traffic congestion to be reduced ERP and other measures will only work if :

- **There are sufficient facilities provided for off street parking.** However the administration continues to remove parking facilities from the most congested districts. A good example is the impact the closure of Middle Road Car Park has had on congestion in TST. Despite strong opposition TD supported the removal of this vital facility. It produced a TIA based on morning time circulation, for a district where many businesses do not open up until midday. Town planning board complied with its usual rubber stamp approval. Residents are left to bear the consequences of soaring levels of air and noise pollution. For Central the Murray Road Car Park is scheduled for redevelopment with no indication as to where the drivers who now use it will park in the future. The proposed parking facilities in the planned development will not be sufficient to cater even for the new tenants never mind any additional vehicles. Moreover where further additional vehicles that would be attracted to the proposed redevelopment of Queensway Plaza would park is a complete mystery as the podium would be dedicated to retail and restaurants. Perhaps TD is hoping that like data storage some 'cloud' facility will materialize to accommodate the parking. There are also plans to redevelop Rumsey Street car park, a facility that, like a book end, was planned to cater for parking on the other side of Central. Unfortunately the consultation document does not provide any information as to where vehicles can park on the periphery of the ERP designated zone.

- **Current Police policy** is to treat traffic and parking violations with kid gloves. The most blatant infringements are subject to no more than a useless verbal warning or a parking ticket for a paltry \$320. This is to be increased to \$450, hardly a deterrent for many vehicle owners.

Many police officers are drivers themselves so, apart from the lenient policies, they tend to view parking and traffic offences sympathetically. Moreover when you request passing officers to handle a complaint they often say that they are busy following up a case. As a consequence drivers are confident that they will face only a ticket at the most, regardless of how serious the offence is.

This has encouraged drivers to adopt a belligerent attitude towards enforcement and imbued them with a strong confidence that they can violate the regulations with impunity. It is therefore evident that it is time to consider contracting out traffic enforcement duties to the private sector, as has been successfully carried out in other jurisdictions. This would ensure that enforcement is consistent and in compliance with the regulations.

- **Pedestrianization** is introduced in tandem with ERP. The general public must see that ERP can bring about a reduction in traffic. Drivers must recognize that being able to park

in front of their destination cannot always be an option.
If ERP is to be introduced to Central then the plan to divert traffic from Des Voeux Road Central must be implemented at the same time and the closure to vehicles of some narrow side streets outside essential drop off and pick off times should be considered. ERP is a step in the right direction but will be useless if the above issues are not addressed.

Mary Mulvihill

電子道路收費先導計劃 環保觸覺意見書

2 messages


Mark Mak < >
To: info@erphk.hk

18 March 2016 at 23:43

致 運輸及房屋局

意見書請見附件。

環保觸覺
2016年3月18日

 **ERP_意見書_final_20160318.pdf**
324K

致 運輸及房屋局 (info@erphk.hk)

有關：電子道路收費先導計劃 環保觸覺意見書

環保觸覺（本會）為本地環保團體，一直關注都市環保及城市規劃議題。本會現就電子道路收費計劃提出意見如下：

1. 現時香港各處，道路擠塞的情況嚴重。擠塞除了令市民無法快速到達目的地，也令車輛於路面停留的時間增加，引擎的排放亦自然令路邊及擠塞區域的空氣污染惡化。
2. 由此引起的空氣污染情況，可見於環保署提供的空氣污染數據。二氧化氮（作為汽車排放的重要指標污染物）超標的情況嚴重，危害市民健康，政府有責任及有必要改善。
3. 「電子道路收費」（下簡稱「收費」）已於社會上討論醞釀多年，亦有外國的例子顯示收費可以令擠塞市區的路面交通減少，從而降低路邊的空氣污染物水平，改善空氣。因此，本會原則上是支持收費。
4. 惟於此同時，本會認為當局設計及訂定收費方案時，必須留意以下各點，以令收費可合理地實行：

5. 政策目標 – 加入「改善空氣質素」

為使不同的收費方案及日後定期作政策的成效比較和監察，政策必須訂出指標。本會認為收費廣泛影響市民，一旦實行，則不應將政策的「效益」局限於政府在諮詢文件中提及的「交通流量」和「行車速度」，反之應擴展至其他公眾衛生的層面。本會提議將收費區內的「空氣質素」同時納入作指標，即日後考慮收費可

預計及實際降低由車輛排放的污染物，並於日後以其為檢討收費的模式及收費水平的主要因素。

實際上，收費如果成功，預期將有更多市民以步行方式進出收費區和於區內移動，即路邊空氣質素就會影響更多市民，政府有責任增加相應的監測及污染控制，以保障市民的健康。

6. 收費的原則

本會認為本港及其他地區的交通設計與情況不盡相同，不必限制收費跟隨其他地方的現有模式，可採用更有彈性的手段。

a. 傾向支持「區域為本」模式

收費的主要目標除減少車輛進入收費區，控制停留在收費區內的車輛數量亦同樣重要。若果收費區內有過多車輛逗留，僅在收費邊界收費是無法帶走。因此，本會傾向以「區域為本」模式收費，以在收費中包含於車輛於收費區內逗留時間或行駛路程等因素。

b. 按出入收費區次數

本會認為當局亦同時考慮按每一車輛於特定時間內出入收費區次數，相對增加其收費水平。例如，可以一個星期計算，如該車輛出入3次以內，每次的收費是基本收費，第3-5次將會是基本收費的120%，5次以上的出入將收取基本收費的150%，更透徹實踐「用者自付」的原則，也為使用車輛出入收費區的習慣有更大誘因改變。當然，以上提議僅為原則性，當局應考慮於可行性研究包括在內。

7. 以下為不在計劃諮詢文件內容提及，但關係計劃能否成功和有效推行，及市民會否接受收費的重要考慮：

a. 公共交通工具超出負荷

收費的目的是希望原來使用路面車輛的市民，改用公共交通工具。但現實問題是中環一帶的公共交通於平日，特別是上下班時間，已超出負荷。以地鐵為例，中環站每日早上及黃昏必定擠滿人群，而巴士等路面公共交通亦排「巴士龍」，以應付大量上班的市民。如無法從規劃上減少出入中環的人口，或無法增加其他交通工具的承載力，單靠收費是無法達到轉移市

民交通方法的政策目的。

b. 增加可以進入收費區的交通方法

i. 小巴增加座位

當局須加快評估及實行增加小巴座位的政策，使小巴可於同樣的路面面積接載更多市民。

ii. 改善道路吸引步行

於收費後，路面車輛減少，應同時改善中環區內的步行通道，例如是擴闊及以行人優先作道路設計，使市民除利用交通工具，亦可考慮步行進出收費區至鄰近地點。

c. 保留停車場及減少收費區內的上班人口

政府正計劃改建美利道停車場及天星停車場以作商業大廈，但本會認為這樣會令區內泊車位減少，日後亦會令區內上下班人數及車輛流量增加，與收費有意改善區內交通的意向互相矛盾。正如本會一直強調，收費本身不可以獨自執行來改善交通擠塞，須同時考慮規劃和其他實際限制，如一方面收費，另一面卻減少泊車位及增加需出入區內的人數，預計政策會失去成效，市民亦難以接受。

d. 控制路邊違法停車情況

市區擠塞有大程度來自路邊違法停車，所以政府於劃定收費區的同時，應考慮以更強執法針對區內的違例停車。當局或可評估可否對區內的違例停車實施比一般更高的罰則，以及敦促執法部門勤加執法，改善情況。

政府無法否認車輛過多所引起的交通問題，已無法按以往多年一般，以增加道路拖延，現時必須從源頭著手解決問題，首務之急是遏止車輛數目增長。本會敦促運房局在計劃開始電子道路收費的同時，務必盡快訂立及執行其他控制路面車輛數量增加的措施，包括**具體的時間表和政策承諾**，使市民有心理預備，及使各政策有協同作用。

如有任何回覆，請致電

或電郵至

與本會聯絡。

環保觸覺

二零一六年三月十八日

Views on ERP

2 messages

Benson Hung < > 18 March 2016 at 23:49
Reply-To: Benson Hung < >
To: info@erphk.hk

Dear sir / madam,

Regarding the views on ERP, attached please find my advocate on those key questions. Should you need to contact, please contact me via email or contact me at . Thanks.

Best regards,
Benson Hung

 **Views on ERP.pdf**
367K

Views on Electronic Road Pricing

Name: Mr. HUNG Kin Ho
Email:
Cell phone:

Introduction

Giving due consideration to transport planning, systems technology and public acceptance, it is probably a right time for launching Electronic Road Pricing (ERP) to tackle road traffic congestion in Hong Kong. In particular the worsening traffic congestion in Central region, I agree to the recent Central District ERP Pilot Scheme (CDERPPS) that can eliminate unnecessary traffic during peak hours along with good management measures. In this essay, eight specific subject questions will be addressed and further complementary measures will be discussed.

Key Question 1 - Charging Area

The boundary of the CDERPPS should be drawn up based on a practical and publicly acceptable ERP scheme that covers only areas that are perceived to be the most congested. Considering gridlocks in road networks in Central and its adjacent areas, a typical charging zone should encompass Central, Wan Chai and Causeway Bay (viz. zone 1 in Figure 1). In my point of view, the boundary should not be further drawn up to Sheung Wan and Tin Hau at an initial stage. It is because possible pile up of traffic around the periphery areas of zone 1 can be digested due to less intensive traffic conditions there. However, if a multi-zone proposal is required (viz. zone 2 in Figure 1) or a larger zone after pilot scheme, an extension to Sheung Wan and Tin Hau is one of the options. Boundary excluding Sai Wan and Quarry Bay should be maintained at any times so as to avoid congestion near the Western Harbor Crossing in Sai Wan and near business centroid in Quarry Bay.

Key Question 2 - Charging Mechanism

A cordon-based charging mechanism charges a vehicle each time when passing through a charging point whereas an area-based charging mechanism charges a vehicle typically at a daily rate regardless of the duration, distance and number of entries the vehicle makes [1]. I recommend an area-based charging scheme for its simplicity to users and flexibility for commercial drivers. For goods vehicle drivers, it is uneconomical for them to enter the zone for necessary business trips under cordon-based charging mechanism. In such case, they may circulate around or make unnecessary prolonged stay within the paid zone leading to problems such as illegal parking. For taxi drivers, a cordon-based charging mechanism discourages them to enter the charging zone to look for customers and thus reduces public transport supply in this zone. A per day permit may be required for multiple entry under a cordon-based charging mechanism if it is necessary.

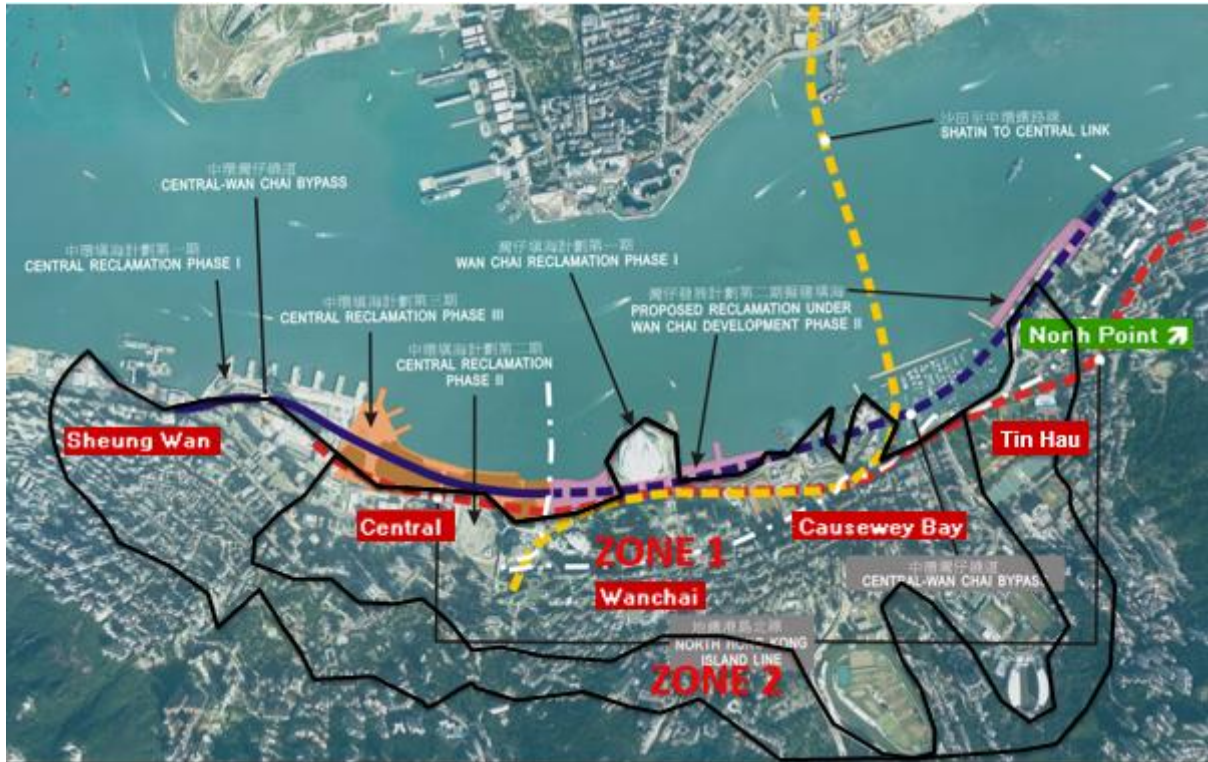


Figure 1. Proposed boundary of the Central District ERP Pilot Scheme

Key Question 3 - Charging Period

Charging periods are considered in terms of overall economic benefits and the need of reduction in congestion in particular periods or peak hours. Feasibility Study on ERP showed that peak hours charges should apply from 8:00 am to 9:00 am and from 5:30 pm to 7:00 pm and a slightly lower charge for the inter-peak hours [2]. I agree with the analysis because it fits our peak patterns and should apply from Monday to Saturday. Moreover I consider shoulder periods at lower charge rates for 30 minutes before and after peaks are necessary so as to avoid "bunching". There is no charge needed for the overnight period from 7:30 pm to 7:30 am or on Sundays and Public Holidays.

Key Question 4 - Charging Level

A unified charge for all vehicles will not encourage citizens to give up driving in these area and use public transport mode. Differential charges based on vehicle sizes (viz. larger vehicles to be charged more) may reduce the number of large vehicles but ineffective to chauffer and private cars which are both main source of traffic jams now. Differential charges based on a vehicle carrying capacity (viz. vehicles with higher carrying capacities to be charged at lower levels) may encourage shared rides and use of public transport but it is rather complicated to verify. Hence, differential charges based on vehicle types are recommended such that the charging level can be more easily accepted and understandable. The required level of charge should be determined by the target traffic speed to be achieved. According to the model tests [2], a target speed of 20 km/h was adopted and charges under the test target speed range from \$8 to \$31 depending on the period of the day and the traffic demand growth scenarios. Suggested rates for different categories of vehicles are shown in Table 1. In general, public transport modes are charged at a lower rate and vehicles which occupy less road use are charged lower as well.

Vehicle Type *	Charge (in HKD)
Motor Cycle / Motor Tricycle	\$8
Private Car / Taxi	\$31
Public Light Bus / Private Light Bus	\$16
Public Bus / Private Bus	\$24
Light Goods Vehicle	\$16
Medium Goods Vehicle / Heavy Goods Vehicle / Special Purpose Vehicle	\$24
Trailer / Trailer towing another vehicle	Equivalent to amount applicable to type or class vehicle and \$31 in respect of the trailer.

* Proposed categories of vehicle type are based on class of vehicle to be registered suggested by Transport Department [3]

Table 1. Charge rates of different vehicle types

Key Question 5 - Exemption and Concession

I do not support providing exemption / concession to vehicles other than emergency vehicles for the EPS. Although ERP provides the flexibility to differentiate charges by vehicle type, all trips contribute to congestion and any exemption to be granted has to be evaluated against the basic principles of equity, efficiency and public acceptability. As a member of Public Affairs Forum of Home Affairs Bureau, I notice that there is a concern on whether vehicles for public service should be exempted or have concession. To avoid confusion and to maintain fairness, there should have no exemption / concession to vehicles for public service although the government will eventually pay for that. I think reasonable number of visits can be justified for department operational needs.

Key Question 6 - Technology

Both Dedicated Short-range Radio Communication (DSRC) and Automatic Number Plate Recognition (ANPR) technologies can be adopted for a possible ERP system in Hong Kong. Unlike ANPR, although DSRC requires the installation of an in-vehicle unit, the use of anonymous pre-payment card in such unit will provide a greater degree of privacy. According to the Feasibility Study [2], DSRC is mature and the 5 years lead time deems acceptable. On the other hand, ANPR technology which captures the licence number plate of vehicles will not only raise concern over privacy but also cast doubt on its accuracy giving that there is no unified licence plate system currently. Motorist might be tempted to fool the ANPR system with illegible or even illegal fonts. Because of its simplicity and instantaneous payment technology, DSRC technology is therefore recommended.

Key Question 7 - Privacy Concern

With the technology advancement and established privacy-protection laws, to a large extent, there is an adequate protection of privacy. As advised in Key Question 6, DSRC is recommended and there may be concerns over captured images of violating vehicles in this case. Under CDERPPS, Government should ensure images and data should be properly accessed and used by authorized persons only. To enhance privacy, all images and anonymized data should be deleted after a certain period except those of outstanding payments. Associated image and information should be safeguarded in accordance with personal data (privacy) ordinance.

Key Question 8 - Effectiveness

Although the international experiences may partly applicable to HK, the results of other counties in reducing road congestion are encouraging. The results should be judged not only depending on the level of congestion reduced (viz. increase in target traffic speed) but also by an indicator on the public acceptance. The period of revision should be long enough to give justified results which are able to project for longer planning. Model tests can be used to verify whether the improvement is significant or not and a large survey should be adopted at the end to allow intensive public coverage of feedback. I agree that the charging level should be reviewed regularly and adjusted where necessary in order to maintain the effectiveness of the ERP. Industries engagement (such as taxi, goods vehicle, public transport sectors etc.) should be promoted because they are frontline users and can provide more first-hand information to improve the scheme continuously.

Complementary Measures

The recent three-month public engagement exercise has provoked much attention on the effectiveness of ERP in tackling worsening road traffic congestion. Although continuous effort was made in reducing growth of vehicle fleet, I agree that ERP is not a single solution that could regulate the intense competition in the use of road space. Other than improving transport infrastructure, expanding and improving the public transport system, and managing road use, I think the congestion problem also calls for particular measures that could help the situation in a local level.

Firstly, the government should review and adjust the supply of parking spaces on adjacent areas around the pricing zone. Secondly, more traffic warden should be employed to strictly enforce the no parking requirement along all designated streets. For CDERPPS, I think some designated streets such as Queen's Road, Wellington Street, Des Voeux Road Central, and Ice House Street should be included. Thirdly, there is a need to combat illegal parking persistently and increase such penalty if possible. Finally, charged area should also be well served by public transport to provide opportunities for road users to change mode. Lastly, I think it is important to induce motorists to adjust their travel behavior and thus perhaps promotion on walking, ride-sharing and use of public transport in these areas are essential to solve the road congestion problem in an all-rounded manner.

Reference

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中區電子道路收費先導計畫 公眾參與

2 messages

潔瑩 王 < >
Reply-To: 潔瑩 王 < >
To: "info@erphk.hk" <info@erphk.hk>

18 March 2016 at 23:58

中西區市民
王潔瑩

 中區電子道路收費計畫 **wky.docx**
17K

「中區電子道路收費計畫」

在實施「中區電子道路收費先導計畫」以前，*大前題是加強執法行動，嚴打老闆車違例泊車，必須在整個交通流量高的時段內殷勤執法！不可定時收手。*同時切實研究推行「中環行人及電車專用區」。

收費區

- 1 「中區電子道路收費先導計畫」的收費區，東起花園道腳**晏臣道**，南以皇后大道中為界，西迄摩利臣街，北達干諾道中。因為造成鄰近地區交通擠塞是因車輛排隊進入中環商業中心區；如果收費成功減少車輛進出中環商業中心區的意欲，也會減少鄰近地區道路的擠塞。
- 2 **不同意鄰近**中環的其他地區，包括金鐘或上環的部分地方，納入「中區電子道路收費先導計畫」內。

收費機制

- 3 我認為「中區電子道路收費先導計畫」應採用**周界**為本收費機制，並效「新加坡計畫」避免車輛在收費區內作不必要車程，因為更能符合「用者自付」的原則。

收費時段

- 4 我認同「中區電子道路收費先導計畫」須在交通流量高的時段內收費。
- 5 我認同「中區電子道路收費先導計畫」不須在星期日和公眾假期收費。

收費水平

- 6 我認為「中區電子道路收費先導計畫」應根據車輛的**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）。
- 7 如果某路線離開收費區由遠至近有三個收費點，則每次經過收費點應分別收 5 至 50 港元不等，並按駛經時間和行車方向徵收不同費用，能令駕駛者改變其駕駛行為。

豁免和優惠

8. 除緊急車輛外，我強力要求「中區電子道路收費先導計畫」豁免向區內居民及接載殘障人士的車輛收取費用。因為他們沒有其他選擇，收取他們費用不公平。

科技

- 9 整體而言，採用短距離微波通訊科技可減省因需安排大量人手來核對車牌影像而增加的運作成本。

對私隱的關注

- 10 我關注「中區電子道路收費先導計畫」的私隱保護：路邊拍攝的車牌影像被不當獲取使用。需立法保障無須留為跟進的資料立即刪除。

成效

- 11 若「中區電子道路收費先導計畫」推行後，交通流量減少 15%，平均車速增加 24%，可算達標。
- 12 同意要定期檢討「中區電子道路收費先導計畫」的成效，以決定是否繼續實施計畫，並調整收費水平以維持其成效。

配套設施

- 13 我認為「中區電子道路收費先導計畫」需要大量增加泊車設施等配套設施。

中西區市民
王潔瑩

**Position Statement in response to the Transport and Housing Bureau's
Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas
Public Engagement Document**

6 messages

Timothy Hau < >
To: info@erphk.hk

18 March 2016 at 23:58



Position Statement in response to Electronic Road Pricing Pilot Scheme submitted version.doc

38K

Position Statement in response to the Transport and Housing Bureau's Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas Public Engagement Document

I / We the undersigned, am / are longtime researchers of transportation in Hong Kong. I am / We are pleased that the Transport and Housing Bureau has taken the initiative to engage the public with the Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas.

As pointed out in the aforementioned Public Engagement Document, Hong Kong has studied the feasibility of introducing Electronic Road Pricing (ERP) a couple of times to date. In fact, Hong Kong was the first city worldwide to undertake a technical feasibility of implementing ERP from 1983 to 1985 (Transpotech, May 1985). Despite being tested and having attained over 99% effectiveness and reliability in 1985, the soldering of a video-cassette-sized electronic number plate on the underside of a private car spelt its political demise. One lesson to be learnt from this well-crafted study was that the singling out of the private car motorist as the sole group for being charged ERP and not other groups would doubly increase the burden of the private car motorist, unleashing forth legitimate complaints of being discriminated against. The study also suggests that granting vehicular exemptions and concessions is a slippery slope. Viewed as 'just another tax', the promise of lowering vehicular annual license fee at the eleventh hour failed to assuage opponents of ERP.

With technological advancements, the second feasibility study of ERP in Hong Kong from 1997 to 2001 reported significant time savings and vehicle operating cost savings, overcoming privacy concerns by appealing to the use of Dedicated Short-range Radio Communication (DSRC) system, for instance, *inter alia* (Transport Department, April 2001). The 2001 report broaches the concept of revenue neutrality by suggesting that the ERP gross revenue proceeds of \$0.4 to \$1.3 billion every year be ploughed back for transport infrastructure investment. The then Secretary for Transport Nicholas Ng Wing-fui, who rejected ERP despite the 27-page Final Report's glowing recommendation, noted that the private car growth rate of 3% be adopted as a trigger point mechanism for ERP implementation. Having exceeded the 3% growth rate for over a decade from 2004 to 2014 on average, it is high time ERP is implemented following the user-pays principle.

At about the same time, Singapore turned its paper-based road pricing system - the

so-called Area Licensing Scheme, which began in June 1975 - into the world's pioneering Electronic Road Pricing System using Dedicated Short-range Radio Communication (DSRC) technology and a flexible, cordon-based system in the charged area, depending on vehicular sizes and types. The simplicity and beauty of setting a target speed range of 20 to 30 kilometers per hour on major roads in the cordoned charging area and 45 to 65 kilometers per hour on expressways for all to see and monitor has much to commend for, as opposed to appealing to standard statistics of traffic volumes for each road, etc. The practice of conducting a quarterly review of the effectiveness of ERP charge levels also has much to commend for.

Shortly thereafter on February 17, 2003, London in the United Kingdom defied informed critics by fast-tracking congestion charging with its Automatic Number Plate Recognition (ANPR) system, resulting in a costlier system but still yielded positive net benefits. City Mayor Ken Livingstone came up with important complementary measures such as using the congestion charging revenues to increase the public transport fleet. London's resounding success also put paid to skeptics' doubts on the feasibility of implementing road pricing in a major world city.

Following that, Stockholm introduced a congestion charge for a 7-month trial period from January to July 2006. The reversion to a pre-charge congested traffic level, Stockholm city residents' preference for a better environment and air quality and the availability of ERP revenues for new road construction all contributed to the positive outcome of a referendum that permanently introduced congestion charging in Stockholm from August 2007 onwards.

Thus the successes of Singapore, London and Stockholm road pricing systems captured the imagination of transport planners, smart city and sustainable development proponents the world over, leaving Hong Kong trailing behind.

The Final Report of the Expert Panel on Sustainable Transport Planning and the Central - Wan Chai Bypass (CWB) released in October 2005 for the then Harbour-front Enhancement Committee strongly recommends that the opening of the Central Wan Chai Bypass - an escape route for through traffic - is an opportune time to implement ERP in Central. Both the construction of the CWB - the missing link in our road network - will be brought to fruition in a few years' time and the fact that it takes six years for ERP's inception to completion (Transport Department, 2001) indicate that a golden opportunity for pursuing ERP is not to be missed.

In June 2007, the Council for Sustainable Development released the results of a large-scale survey on *Clean Air - Clear Choices* that indicate the majority of the survey respondents expressed support for road pricing, albeit for the goal of pursuing a better environment.

One major finding of the road pricing studies and schemes of London, Stockholm and Gothenburg (which was introduced just recently in 2013), both actual and academic desk studies, is that the majority of motorists is against having to pay more than they already have but when the collected road pricing revenues are recycled for road construction and improvement and/or better public transport provision, there is a U-turn in support of road pricing as a package approach.

Based on a cursory review of the local and overseas experiences and studies, the natural way forward for Hong Kong is to implement ERP by lowering somewhat annual license fees / first registration taxes and implement ERP as a package approach by earmarking ERP revenues for road and public transport improvements in general. With such a revenue-neutral approach, ERP would be viewed as a bona fide *user* fee that improves a traveler's mobility and accessibility and that straightforwardly satisfies the user-pays principle. In this way, ERP would be regarded as fairer rather than having to suffer the death knell of being labeled 'just another tax'. The environmental improvement and reduction in risk of accidents would be deemed as icing on the cake.

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Total word count of Position Statement: 1,086

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