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## 關注環境

### Concern Over Environment



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隨着行政長官在 1999 年施政報告中提及改善環境及在 2000 年施政報告中再次強調優先改善空氣質素後，運輸署繼續積極採取適當措施改善空氣質素，包括將柴油的士轉為石油氣的士，研究使用另類燃料的公共小巴，控制專營巴士車隊的增長，改善在交通擠塞地區的巴士運作情況，推廣巴士轉乘計劃，實施行人環境改善計劃，和進行全港性的踏單車研究。

### 石油氣的士

在 2002 年柴油的士轉換為石油氣的士的進展良好，共 16,700 部石油氣的士在路面行駛，約佔全港的士總數的 92%，並總共有 41 個石油氣加氣站在各區營運。此外，在 2003 年將會有額外 3 個改裝加氣站啟用。

自從當局發放一筆過資助金以鼓勵的士車主將柴油的士轉換為石油氣車輛後，柴油的士進口本港或在本港登記的數目絕無僅有。我們已修訂有關的法例，以便正式規定，由 2001 年 8 月 1 日起，柴油的士不得進口香港。

## Concern Over the Environment

Following the Chief Executive's policy address in 1999 on environmental improvements and his stress on the priority in improving air quality in the policy address in 2000, Transport Department continues to take active measures to ameliorate air quality. These measures include replacing diesel taxis with liquefied petroleum gas (LPG) taxis, exploring the use of electric light buses, controlling the growth of the franchised bus fleet, enhancing bus operations in congested areas, introducing bus-bus and bus-rail interchange schemes, improving vehicle emission, implementing pedestrian schemes, and conducting a territory-wide Cycling Study.

### LPG Taxis

The conversion of diesel taxis to LPG taxis showed much progress. At the end of 2002, about 16,700 LPG taxis were operating on the roads, representing 92% of the whole fleet. A total of 41 LPG filling stations are operating in various parts of the territory. On top of this, three additional retrofitted filling stations are scheduled to commence operation in 2003.

Since the disbursement of a one-off grant to encourage taxi owners to replace their diesel taxis with LPG ones, there have been few, if any, diesel taxis imported or newly registered in Hong Kong. We have amended the relevant legislation to formalize the situation such that no diesel taxis could be imported into Hong Kong from 1 August 2001.

## 石油氣 / 電動小巴

政府在 2001 年年終建議了一個自願鼓勵計劃，鼓勵柴油小巴車主轉用石油氣或電動小巴。在諮詢業界意見後，運輸署於 2002 年 8 月 27 日起正式推行柴油公共小巴車主轉換石油或電動公共小巴資助計劃。合資格的柴油公共小巴車主若將其小巴更換為石油氣公共小巴或電動公共小巴，可分別申請一筆過六萬元或八萬元的資助金。車齡達十年或以上的柴油小巴，其車主須在 2004 年底前申請此項資助。若在取消車輛登記時車齡在十年以下的柴油小巴，申請資助限期則為 2005 年底。

## 控制專營巴士數目的增長

為了確保有效運用現有專營巴士車隊，我們現正仔細審閱各間巴士公司的五年發展計劃。一些原來在繁忙市區行駛的巴士，已被調派往新界的新市鎮提供服務，以應付該等地區的人口增長和交通需求。

## 在交通擠塞地區的巴士運作情況

為改善巴士的運作效率，巴士站重組計劃在中環、銅鑼灣及油尖旺區進行。在 2002 年，這些地區的繁忙路段，每小時的巴士停站次數減少約 300 次。與此同時，部份現時行經怡和街的巴士路線在改道或縮短路程後，每日可減少約 520 架次的巴士在這路段行走。至於中環及尖沙咀彌敦道，在巴士路線重整後，每日駛經這些地區的巴士架次分別減少約 580 及 350 次。

## LPG / Electric Light Bus

The Government has proposed a voluntary incentive programme in end 2001 to encourage existing diesel light bus owners to replace their vehicles with LPG or electric ones. After consultations with the PLB trade, the voluntary incentive scheme was formally launched on 27 August 2002. PLB owners who replace their diesel PLBs with LPG or electric ones can apply for a one-off grant of \$60,000 or \$80,000 respectively. The deadlines for application are end of 2004 for diesel PLBs aged 10 years or above and end of 2005 for diesel PLBs aged below 10 years at the time of de-registration.

## Controlling the Growth of the Franchised Bus Fleet

To ensure efficient use of the existing franchised bus fleet, we are scrutinizing the companies' five-year development plans very carefully. Buses have been diverted from the urban busy areas to new towns in the New Territories to meet the population growth and transport demand.

## Bus Operations in Congested Areas

To enhance the efficiency of bus operations, bus stop rationalization schemes were implemented in Central, Causeway Bay and Yau Tsim Mong District. Some 300 bus stoppings per hour were removed along the busy corridors in these areas in 2002. At the same time, some bus routes currently travelling via Yee Wo Street were diverted or truncated, resulting in a reduction of some 520 bus trips daily. For Central and Nathan Road in Tsim Sha Tsui, bus routes were also rationalized, thereby removing some 580 and 350 bus trips per day from these areas respectively.

## 巴士轉乘計劃及巴士/鐵路轉乘計劃

為了減少對直接巴士服務的需求、減輕交通擠塞以及盡量減少在繁忙交通走廊所造成的環境影響，當局現正推行巴士轉乘計劃和巴士/鐵路轉乘計劃，並向轉乘的乘客提供票價折扣優惠。在 2002 年，共實施了 66 項巴士轉乘計劃和一項巴士/鐵路轉乘計劃。

## 減少車輛廢氣

在 2002 年年底時，本港的 6,389 輛專營巴士中，有 74% 已使用符合歐盟廢氣排放標準的引擎；而專營巴士公司所購買的所有新巴士，將會符合最新的歐盟廢氣排放標準。

至於歐盟前型的巴士，各間專營巴士公司正將這些車輛加以改善至符合歐盟標準，將其拆毀並以符合最新歐盟標準的新巴士取代，或在有關車輛上安裝柴油催化器。在 2002 年內，共有 9 輛使用歐盟前型引擎的巴士獲改善為歐盟 I 型引擎，而被拆毀的巴士則超過 320 輛。在 2002 年年底時，所有 1,669 輛歐盟前型巴士安裝了柴油催化器。

各間專營巴士公司計劃在 2004 年年初之前為歐盟 I 型巴士完成安裝柴油催化器或濾煙器。

此外，在 2002 年，巴士公司就歐盟 II 型及 III 型巴士採用濾煙器繼續進行試驗計劃。濾煙器對使用歐盟 II 型及 III 型引擎的巴士是更有效的煙霧消滅裝置。巴士公司有意在全面評估試驗的效果後，制定在這些巴士上安裝濾煙器的計劃。

自 2001 年 2 月起，所有專營巴士公司已使用超低含硫柴油。

## Bus-bus and bus-rail Interchange Schemes

To reduce the demand for direct bus services, relieve congestion and minimize the environmental impact on busy corridors, bus-bus and bus-rail interchange schemes with fare discounts offered to the interchanged passengers are being promoted. 66 bus-bus and 1 bus-rail interchange schemes were introduced in 2002.

## Improving Vehicle Emission

By the end of 2002, about 74% of the 6,389 franchised buses were running on engines in compliance with the Euro emission standards. All new buses to be purchased by the franchised bus companies will comply with the latest Euro emission standards.

For pre-Euro buses, the franchised bus companies are either upgrading them to meet Euro standards, scrapping and replacing them by new buses of the latest Euro emission standards or retrofitting them with diesel catalysts (CATs). In 2002, 9 pre-Euro engine buses had been upgraded into Euro I engines buses and over 320 buses were scrapped. All of 1,669 pre-Euro buses have been fitted with CATs by the end of 2002.

It is planned to complete the retrofitting of Euro I buses with CATs or continuous regenerating traps (CRTs) before early 2004.

In addition, the bus companies had continued to conduct the trial of CRTs on Euro II and III buses in 2002, which were more effective emission reduction devices on buses with Euro II and III engines. They intend to develop a programme to retrofit CRTs on these buses after assessing the effectiveness of the trial comprehensively.

Since February 2001, all franchised buses have been using diesel with ultra low sulphur content.



## 行人環境改善計劃

為了提升行人的道路安全，推廣步行作為一種交通方式和改善整體行人環境，運輸署已在銅鑼灣、旺角、尖沙咀、中環、灣仔、深水埗、佐敦、赤柱及上水實施行人環境改善計劃。實施中的計劃運作良好，並獲市民普遍歡迎。直至 2002 年尾，我們共實施了 5 個全日行人專用區，22 個部分時間行人專用區及 18 條悠閒式街道，包括：

- (1) 全日行人專用區：  
羅素街、百德新街、渣甸坊、戲院里和昭隆街
- (2) 部分時間行人專用區：  
利園山道、駱克道、東角道、記利佐治街、西洋菜南街、奶路臣街、通菜街、豉油街、蘭桂坊、德己立街、和安里、鴨寮街、福華街、北河街、桂林街、廟街、南京街、赤柱大街、赤柱市場道、赤柱新街、新康街和新功街。
- (3) 悠閒式街道：  
啟昭道、富明街、蘭芳道、白沙道、恩平道、羅素街、百德新街、記利佐治街、西洋菜南街、花園街、海防道、漢口道、廣東道、北京道、樂道、亞士厘道、宜昌街和莊士敦道（一段）。

## Pedestrian Schemes

In order to enhance road safety for pedestrians, promote walking and improve the overall pedestrian environment, Transport Department has implemented pedestrian schemes in Causeway Bay, Mong Kok, Tsim Sha Tsui, Central, Wan Chai, Sham Shui Po, Jordan, Stanley and Sheung Shui. The implemented pedestrian schemes were operating effectively and well received by the public at large. By the end of 2002, we have implemented 5 Full-time Pedestrian Schemes, 22 Part-time Pedestrian Schemes and 18 Traffic Calming Schemes, including:

- (1) Full-time Pedestrian Schemes:  
Russell Street, Paterson Street, Jardine's Crescent, Theatre Lane and Chiu Lung Street.
- (2) Part-time Pedestrian Schemes:  
Lee Garden Road, Lockhart Road, East Point Road, Great George Street, Sai Yeung Choi Street South, Nelson Street, Tung Choi Street, Soy Street, Lan Kwai Fong, D'Aguilar Street, Wo On Lane, Apliu Street, Fuk Wa Street, Pei Ho Street, Kweilin Street, Temple Street, Nanking Street, Stanley Main Street, Stanley Market Street, Stanley New Street, San Hong Street and San Kung Street.
- 3) Traffic Calming Schemes:  
Kai Chiu Road, Foo Ming Street, Lan Fong Road, Pak Sha Road, Yun Ping Road, Russell Street, Paterson Street, Great George Street, Sai Yeung Choi Street South, Fa Yuen Street, Haiphong Road, Hankow Road, Canton Road, Peking Road, Lock Road, Ashley Road, Ichang Street and Johnston Road (1 section).

## 踏單車研究

為了在運輸的層面上推行環境保護措施，運輸署於 2003 年 1 月初展開一項為期九個月的全港性踏單車研究，預計 2003 年 10 月初完成。研究的目的是要定出單車在香港的綜合交通系統內所擔當的角色，以協助當局制訂一個適合香港的運輸政策，從而制訂一套措施 / 行動計劃，以期改善香港的單車設施。研究亦會找出在本港協助使用單車作為另類非污染性的交通工具的可能性及限制。

## Cycling Study

In pursuance of environmental improvement measures in transport-related areas, Transport Department commenced a 9-month territory-wide Cycling Study in early January 2003 for completion in early October 2003. The purposes of this Study are to identify the role of Cycling in Hong Kong's integrated transport system, to help formulate a transport policy on cycling congruent with the local situation, and to draw up a package of measures / action plans to enhance cycling facilities in Hong Kong. The Study will also identify the opportunities of, and constraints on, assisting cycling as an alternative non-polluting mode of transport in Hong Kong.